

EXCLUSIVE Q&A

# STEFAN JOHANSSON

THE VOICE OF BRITISH MOTORSPORT

## MOTORSPORT NEWS

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**Formula 1's nearly man and Le Mans winner tackles your questions *page 20***

World title battler says he must stamp out errors to maintain Ferrari's grip on the points lead

# LECLERC'S PAIN AS MAX WINS AT IMOLA



Leclerc was left very frustrated

By Matt James

Formula 1 points leader Charles Leclerc has promised to stamp out any further errors after a spin in the Emilia Romagna race dropped him out of a podium position as main rival Max Verstappen strolled to victory.

Red Bull's Verstappen dominated the race at Imola, but Leclerc was in a strong third place until a spin with 10 laps to go forced him into the pits with a damaged front wing.

Although he recovered for sixth place after repairs, the Ferrari ace admonished himself for the mistake.

The Monegasque racer said: "Third place was the best I could do; we didn't have the pace for much more. And I was too greedy, and I paid the price for it and lost seven potential points, compared to my third place I was before, so it is a shame.

"It's seven points that are valuable at the end of the championship for sure. And this shouldn't happen again."

Verstappen led home team-mate Sergio Perez in a 1-2 for Red Bull, while Ferrari's pain was compounded by a lap-one accident for Carlos Sainz.

Meanwhile, it was another miserable race for Mercedes racer Lewis Hamilton, who could only manage 13th spot.

**Full report, *page 4***



Verstappen flew to victory in Emilia Romagna GP

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### WRC ACTION

#### ROVANPERA SNATCHES LAST- GASP VICTORY

Toyota Yaris man prevails on Rally Croatia p16



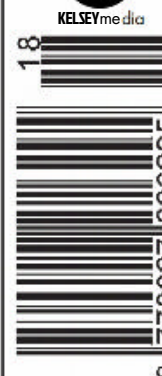
### REPORT

#### INGRAM SEES IN THE NEW BTCC ERA

Hybrid action blasts into life at Donington p18



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COMMENT

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The British Touring Car Championship field proved that the hybrid formula is just right

JUST THE RIGHT LEVEL OF EFFECT

**I**t is unlikely that there are many so-called purists left enjoying motorsport. The term purist is often used in a disparaging way by those who chuckle at people who enjoy genuine motor racing that produces a genuine result, unaffected by any artificial outside factors.

The reason that purists will have turned their attentions away from motor racing – circuit racing at least – is that every branch of the sport seems to have its performance-enhancing (or detracting) gizmos that can influence a result. But motor racing no longer harks back to the days of cork crash helmets and a cravat. Artificial devices – be they option tyres, the drag reduction systems or a boost of hybrid power – are here to stay. Much like the world is slowly moving towards a cashless society, pure unencumbered motor racing seems like it might be beginning to write its own obituary.

But that doesn't mean to say that factors to spice up racing are a bad thing. Look at two examples from last weekend. Formula 1's drag reduction system proved to be overly powerful at Imola and the merit of an overtaking move was hard to judge. In fact, it was a relief when the system was disabled due to the wet weather. More work needs to be done here to stop drivers simply biding their time, waiting for the DRS zone and blasting past.

The other example was the new hybrid era of the British Touring Car Championship at Donington Park. There were concerns about the hardware and true, some drivers were affected by technical gremlins, but for the ones where it did work fully, the racing was superb. The amount of extra oomph the electrical power gives a driver – said to be worth up to 15 metres per lap – was perfect. It still made overtaking tough and the action in the BTCC, which has always been its biggest pulling power, was in no way diminished. If the evidence of the three races last weekend is anything to go by, it will be a great season.

Of course, that is like comparing apples and pears slightly because the BTCC is designed to be a show. But the very fact that F1 introduced DRS in the first place goes to demonstrate just how important grand prix racing's global bosses realise the actual racing is. And if it is all about the racing, the right level of influence can give the right level of result.

In this bumper reports issue, as well as a fascinating interview with former McLaren and Ferrari F1 driver Stefan Johansson, we have all the action from that opening BTCC clash and also the get-go of the British Rally Championship, which broke new ground on the Tending and Clacton closed-road spectacular, which was well received by all. It was a mammoth weekend of action and it is all here.

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Stefan Johansson

F1's nearly man and now artist tackles the Motorsport News readers' questions

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British Rally Championship gets under way



# FORMULA 1 REPORT: EMILIA ROMAGNA

Photos: Motorsport Images, Red Bull Content Pool



Max took his second win of the season



Red Bull scored an imperious 1-2 finish despite difficult track conditions

# MAX DOESN'T PUT A FOOT WRONG IN THE RAIN

Red Bull shone as others – including home heroes – hit setbacks. By **James Roberts**



Hamilton spent a long time behind Albon and Gasly

## F1 RESULTS

**Emilia Romagna Grand Prix,**  
**Laps: 63 Distance: 192.043 miles Track: Imola**

	DRIVER	TEAM/CAR	TIME
1	Max Verstappen	Red Bull	1h32m07.986s
2	Sergio Perez	Red Bull	+16.527s
3	Lando Norris	McLaren-Mercedes	+34.834s
4	George Russell	Mercedes	+42.506s
5	Valtteri Bottas	Alfa Romeo-Ferrari	+43.181s
6	Charles Leclerc	Ferrari	+56.072s
7	Yuki Tsunoda	AlphaTauri	+1m01.110s
8	Sebastian Vettel	Aston Martin-Mercedes	+1m10.892s
9	Kevin Magnussen	Haas-Ferrari	+1m15.260s
10	Lance Stroll	Aston Martin-Mercedes	-1 lap

11 Alexander Albon (Williams-Mercedes) -1 lap; 12 Pierre Gasly (AlphaTauri) -1 lap; 13 Lewis Hamilton (Mercedes) -1 lap; 14 Esteban Ocon (Alpine-Renault) -1 lap; 15 Zhou Guanyu (Alfa Romeo-Ferrari) -1 lap; 16 Nicholas Latifi (Williams-Mercedes) -1 lap; 17 Mick Schumacher (Haas-Ferrari) -1 lap; 18 Daniel Ricciardo (McLaren-Mercedes) -1 lap; 19 Fernando Alonso (Alpine-Renault) 6 laps/accident damage; 20 Carlos Sainz (Ferrari) 0 laps/spin.  
**Drivers' championship:** 1 Leclerc 86 points; 2 Verstappen 59; 3 Perez 54; 4 Russell 49; 5 Sainz 38; 6 Norris 35. **Constructors' championship:** 1 Ferrari 124; 2 Red Bull 113; 3 Mercedes 77; 4 McLaren 46; 5 Alfa Romeo 25; 6 Alpine 22.

**P**erhaps the most significant moment of this season so far appeared on the FIA's race control message screen at exactly 1603hrs local time last Sunday. It alerted car 44 [Lewis Hamilton] that he had just been shown a blue flag. He needed to let the leader past.

At the beginning of the 41st lap of the Emilia Romagna Grand Prix, the Mercedes driver pulled over on the start-finish straight to be lapped by Max Verstappen's Red Bull. Four races ago the pair were fighting in a World championship title decider. At Imola, Hamilton was a lap off the lead in a disappointing 13th place.

"Sorry for what you had to drive today," said Mercedes boss Toto Wolff to his star driver on the slow-down lap. "We will come out of this." Hamilton's lack of pace contrasted sharply with his team-mate George Russell who finished nine places higher up. "This was a weekend to forget," said a despondent Hamilton. "I'm out of the championship. No question."

The British driver's battle with Pierre Gasly for 12th was one of the highlights of the race. For lap after lap, he tried to find a way past the AlphaTauri, but the Frenchman would not yield. Wolff was reluctant to talk about the championship being over just four rounds into a 23-race season. And given the results so far, there may yet be a sudden turnaround in form. At the season-opener, McLaren's Lando Norris was a distant 15th. But at Imola, he couldn't hide his smile as he took third place on the podium to join the two Red Bull drivers.

The fluctuations in results will depend on the development race between the teams as they get to grips with this new generation of F1 car. Red Bull were second best last time out in Australia, but Verstappen was imperious in Italy. He was first in the Sprint race on Saturday afternoon, then took fastest lap and victory to net a maximum score of 34 points to cut into Charles Leclerc's championship lead.

The points difference between the pair is now 27, but it was 46 prior to the weekend. But the gap would have been wider if it wasn't for Leclerc making a disastrous mistake at the Variante Alta chicane 10 laps from the flag.

After opting for a late pitstop to switch to soft tyres, the Monegasque was in a frantic hunt to close down and pass Sergio Perez for second.



A competitive fifth place was a fine result for Alfa Romeo and Bottas



Briton Lando Norris confirmed McLaren's upturn in form with a podium

As he came into the chicane on the 53rd lap, Leclerc rode over the kerb which unsettled his Ferrari into a spin. Despite rotating into the outside wall, he was lucky to get away with just a damaged front wing. Once replaced in the pits, he fought back from ninth to sixth at the chequered flag. However, it could yet prove to be a costly error in the points battle.

His Ferrari team-mate Carlos Sainz also gave the passionate tifosi a reason to put their collective heads in their hands. After crashing at the Rivazza in Friday qualifying, the Spaniard managed to reclaim places in the Sprint to line up fourth on the starting grid for the main event.

A huge downpour on Sunday morning meant everyone started on the intermediate tyre as the track was still wet – but with dry patches. Off the line both the Ferraris were slow away and as the pack emerged from the spray to brake for the Tamburello chicane, McLaren's Daniel Ricciardo slid into Sainz to curtail another race for the

Spaniard on the opening lap. Behind their clash, the Haas of Mick Schumacher spun sideways into Fernando Alonso and wrecked the Alpine driver's afternoon. After the intervention of the safety car, Verstappen led Perez and the rest of the field who had one eye on the drying track, while their engineers had another on the radar. Eventually the switch to slicks started on lap 17 and within a few laps the whole field rushed in to swap rubber. Hamilton's difficult weekend nearly ended in the pits when the Alpine of Esteban Ocon was unsafely released into his path. Despite the pair touching, a more serious incident was averted – although Ocon did receive a five-second penalty for the misdemeanor. In the event, no further rain arrived and the rest of the race was relatively incident-free, apart from Leclerc's dramatic late-race spin. Ferrari drivers will need to eliminate their mistakes if they want to stay in this title fight.



Sainz started the heartbreak for the home supporters



RACING NEWS



Hamilton: Chelsea plan

HAMILTON PART OF CONSORTIUM TO BUY CHELSEA FC

Lewis Hamilton and tennis star Serena Williams are involved in a consortium that is aiming to take over Chelsea Football Club.

The duo is reported to be investing £10 million each into the initiative, which is headed up by former British Airways and Liverpool FC chairman Martin Broughton.

The club was put up for sale by owner Roman Abramovich amid sanctions that were imposed on him by the UK government following Russia’s invasion of Ukraine.

Hamilton has explained that his motives for getting involved with the consortium is to have the chance to improve education and inclusivity in the community.

“This is all about the community,” he said. “That’s what really makes a football team – it’s the people in and around it. [Chelsea has] been leading in the work [in diversity and inclusion] and becoming more diverse. Our goal is to continue some of the work that they’ve already done and have more of an impact and engage more with the community.”

Hamilton said that his involvement would help turn the team into a stronger unit with the expertise surrounding the new consortium. “There’s not anyone that’s a part of it that’s with the mindset of losing,” he added.

SAINZ SIGNS NEW DEAL WITH THE SCUDERIA

Spaniard Carlos Sainz has inked a new deal with Ferrari that will keep him at the Italian team until the end of 2024.

Sainz joined Ferrari in 2021 and finished fifth in the points last term. He began this season with two podium finishes

The 27-year-old said: “I have always said that there is no better Formula 1 team to race for and, after over a year with them, I can confirm that putting on this race suit and representing this team is unique and incomparable. My first season at Maranello was solid and constructive, with the whole group progressing together. The result of all that work has been clear to see so far season.”

Team principal Mattia Binotto added: “I believe we have the best driver pairing in Formula 1 and so, with every passing race, it seemed a completely natural step to extend Carlos’s contract, thus ensuring stability and continuity.”



Sainz has a fresh Ferrari deal

HAMILTON: MERCEDES CAN’T FIGHT FOR THE F1 WORLD CHAMPIONSHIP

Seven-time title winner admits it is a long way back to the front after lacklustre performance in Imola race



Hamilton was left to battle unfamiliar foe

Photo: Motorsport Images



Wolff has promised an urgent car fix

By Matt James

**Lewis Hamilton has written off his chances of capturing a record-breaking eighth World title with Mercedes this season after a troubled performance in the Emilia Romagna Grand Prix in Imola last weekend where he could only manage 13th place.**

The 37-year-old’s outing in Italy was his first pointless race of the campaign and has left him seventh in the standings, 58 points behind table-topper Charles Leclerc in his Ferrari.

“We are obviously not fighting for the championship,” admitted the Briton, whose car once again suffered from a porpoising problem. “But we are fighting to understand the car and improve and progress through the year. That’s all we can hope for right now.”

Hamilton qualified in 13th spot and finished 14th in Saturday’s sprint race. In the main event on Sunday, he was lapped by winner and arch-rival Max Verstappen.

“A lot of work is going on in the background but it is what it

is; it’s what we have,” added Hamilton. “Ultimately, we haven’t got it right this year, but everyone’s working as hard as we can to correct it.”

Mercedes boss Toto Wolff has promised improvements and apologised to Hamilton on the slowing down lap after the 63-lap race for the W13 chassis’ lack of performance. Wolff later added: “We have a direction to unlock the potential in the car to bring us much closer but at the moment we haven’t got the key.

“So we just need to grind away and rely on the science and physics before spiralling into some kind of negative momentum, which we are not.”

Meanwhile, Hamilton’s team-mate George Russell is fourth in the points after finishing fourth at Imola, but he admitted that the bouncy car was causing him physical problems. The 24-year-old explained: “This is the first weekend I’ve truly been struggling with my back, and almost like chest pains from the severity of the bouncing. It’s just what we have to do to go and do the fastest laps.”

POURCHAIRE VAULTS TO THE TOP WITH F2 WIN IN CHAOTIC CLASHES

Frenchman Theo Pourchaire climbed to the top of the Formula 2 points standings with his second victory of the season in a disjointed feature race at Imola on Sunday.

Pourchaire went with a more

standard strategy of using the softer rubber first before switching to the medium tyres. His caused was helped by a race which was punctuated with three safety cars periods, the first caused

when frontrunners Dennis Hauger and Jack Doohan collided away from the startline.

ART racer Pourchaire led home podium newcomer Enzo Fittipaldi and Ralph Boschung in

the feature. The sprint race had been claimed by Hitceh’s Marcus Armstrong, who had struggled throughout with a lack of radio communication. He led home Jehan Daruvala’s Prema

machine, while Hauger rounded out the top three.

Briton Jake Hughes was 18th and 12th and fellow Brit Olli Caldwell scored a 17th and a 14th-placed finish.

Colapinto struck late in the opening race



ACCOUNTS OPENED FOR NEW FORMULA 3 WINNERS

Franco Colapinto and Roman Stanek both became maiden winners in the FIA Formula 3 Championship at Imola last weekend in a brace of dramatic races.

Polesitter Colapinto, for Van Amersfoort Racing, was forced to wrest the lead back in the opening sprint race on the final lap from Caio Collet (MP Motorsport), who would

later retire following a collision. That allowed Victor Martins into second place. Briton Zak O’Sullivan (Carlin) was eliminated in an early off while countryman Oliver Bearman was 12th.

In race two, Stanek chose his rubber wisely in an event of mixed conditions. Prema Racing’s Bearman had worked his way into the

lead as drivers pitted to switch from wet tyres to slicks, but he was eventually overcome by his Trident rival then dropped to fourth by the end. O’Sullivan fought back for seventh place.

● Briton Ayrton Simmons was not present on the grid at Imola. His place in the Charouz team was taken by David Schumacher.

DRIVERS ASK FOR F1 SPRINT QUALIFYING RACE RETHINK

Leading drivers have asked for tweaks to the Sprint qualifying races in Formula 1 to make them standalone events not affecting the starting order for the main grand prix on Sunday.

Under the current system, the finishing order of the Sprint qualifying race determines the line-up at the start of the full points-paying event on Sunday. However, drivers have urged F1 bosses to make Saturday’s event completely standalone. They feel it would spice up the sprint battle as drivers would not be too cautious in their efforts to protect their Sunday starting position.

After the first sprint qualifying of the season at Imola last weekend, there will be two further battles

at the Red Bull Ring and Brazil.

Ferrari’s Charles Leclerc backed the plan. He said: “This [tweak] will help us to take a bit more risk maybe during sprint qualifying without losing too much on the Sunday – in case you do a mistake. It could add a bit of value of excitement for the Saturday. This actually could be a good idea.”

His views were echoed by Haas driver Kevin Magnussen. The Dane said: “I think the qualifying idea is a good suggestion. If the qualifying on Friday meant the grid position for Sunday, and also for the sprint race, that could be quite fun. You add another spectacle point to the weekend. . . you can fully go for it in the sprint race.”



Leclerc was second in the sprint at Imola and wants changes



# RACING NEWS

Photos: Jakob Ebrey



Lines set for debut

## LINES HOPES FOR IMMINENT BRITISH GT DEBUT

TCR UK boss Stewart Lines is hoping to make his British GT debut within the next two rounds driving a GT4 McLaren and is looking for a young Pro partner.

Ginetta GT4 Supercup class champion Lines' Pro-Am entry was announced in the close season but did not race in Oulton Park's curtain-raiser. British GT's next two rounds are the early-May Silverstone 500 and its late-May Donington Park visit.

Lines told Motorsport News: "It's not out this [Oulton] weekend, but it could be out the next race or the one after that.

"We're looking for a young driver, but we're struggling to find one, but I think someone will pop up who wants to drive it. I'd like to drive with a young Pro.

"[TCR UK] has consumed us a bit, it's better for us [Lines' Maximum Motorsport company] at the moment to run other TCR cars in Britcar Endurance because it's easier for us to do that. [British GT] was only really for me to be able to drive somewhere outside this, but I just haven't had a chance to do it yet."



Loggie (6) was first on road

# DALY EXPLAINS DECISIONS AS RAM APPEALS OULTON RESULT

British GT race director has outlined his decision making as Ian Loggie's team appeals lost 'win'



Red flag created kerfuffle

By Graham Keilloh

British GT race director Peter Daly has explained his decisions that meant Ian Loggie dropped from first when his success penalty was applied post-race at Oulton Park's second season-opener contest.

RAM Racing's Loggie was classified fifth after his full seven-second penalty was added.

Success penalties are usually added to the minimum pitstop time in the competitors' mandatory stop, but the stops in Oulton's hour-long race were effectively wiped due to a red flag during the pit window and subsequent restart. Stewards rejected RAM's appeal of the result but the team intends to appeal at the national court.

Loggie told Motorsport News: "How can you possibly have a 7s

penalty on a 20-minute race [after the restart]? There's nothing written in the rules about it."

Daly told MN: "The regulation for the race restart was added in in 2020. [At the stoppage] I refer to the regulation which says in the event of stopping a race during a mandatory pit window of a one-hour race we have to basically nullify all of the pitstops and then we give a free pitstop.

"As we didn't have a pitstop then the only way forward would be to add the time penalty to the end of the race. Under regulation four the officials have the ability to implement other penalties."

On Loggie still serving his full penalty in the 'shortened' race, Daly added: "I have the ability to apply penalties but I don't have an ability to change the penalty, and the penalty in is the regulations."

## BRITISH GT CHAMPIONS ADAM AND HAIGH RETURN

British GT champions Flick Haigh and Jonny Adam are returning to the championship for selected rounds this season in a 2 Seas Mercedes starting at next weekend's showpiece Silverstone 500.

The 2018 champion pair will also race the Mercedes-AMG GT3 in the Snetterton and Brands Hatch rounds, and these are Haigh's first British GT appearances since winning the '18 title with Adam when Haigh on debut

became the series' only female overall GT3 champion. The pair will also use the same #75 they raced that year.

It will also be the first time Aston factory driver Adam, after 96 British GT races, has entered a round in something other than an Aston.

Four-time champion Adam told Motorsport News: "[Haigh] wanted to just do a few races this year and see if she still enjoys it and potentially see if she can do

something further down the line. She really enjoyed, when she had a test a few years ago, the Mercedes GT3 car.

"We've been out twice now testing the car. It's different compared to the Aston in certain ways. The car is very Am friendly; I think she was shocked at how quickly she enjoyed driving the car.

"I would love to aim for a podium at Silverstone and go from there in the two races after that."



Champion pair are back – this time switching to a Mercedes



GT Open duo are set to try out British GT

## OPTIMUM TO RACE IN SILVERSTONE 500

Optimum Motorsport is returning to British GT for its blue-riband three-hour Silverstone 500 in 10 days' time with regular pair Nick Moss and Joe Osborne racing a McLaren GT3.

Pro-Am pair Moss and four-time British GT race-winner Osborne race an Optimum

McLaren in International GT Open, coming third in the Pro-Am standings in 2020 and '21 and taking two overall race wins in that time. They also competed in Asian Le Mans Series earlier this year.

Optimum meanwhile took Flick Haigh and Jonny Adam

to 2018's overall British GT3 championship honours.

Osborne said: "Being teamed up with Nick I know what a strong job he can do, so that means we've got a decent chance of a mega result.

"The McLaren 720S GT3 has gone well at Silverstone and it's my home race."

## FREKE DOES CALAIS ROUND TRIP

Century Motorsport boss Nathan Freke during Oulton Park's recent British GT curtain-raiser did an overnight trip to Calais to ensure the team's new BMW M4 GT3 could race.

The effort to run on Easter Monday's race day followed Betty Chen's Saturday practice off.

Freke told Motorsport News: "It wasn't a bad one [crash] but sadly there was some bodywork that couldn't be fixed easily. We didn't have the right parts on the truck; everyone's under a lot of pressure at the minute with supply chain issues. But they made the right bit available for me in Calais.

"I got into France about

midnight on Saturday night and I was back here by 1230hrs [on Sunday]. You've got to do what you've got to do to get the cars back on track."

Assetto Motorsport adopted similar measures at Oulton as, after Mark

Sansom's Friday testing crash, it replaced its Bentley Continental GT3 with that with which Paddock Motorsport's Kelvin Fletcher took Oulton pole last year.

Assetto boss Simon

Traves told MN: "[The new car] was as it was finished at Donington [season closer] last year, so we had to spend [Friday] night getting that ready but it was better than trying to repair the other car."



Century boss went to extreme lengths to ensure GT3 could race



# BROWNING ‘DEJECTED’ BY CLASH AFTER OULTON DOUBLE

GB3 title favourite dominated first two races but was left ruing a final-race clash



Photos: Jakob Ebrey

Browning (5) had clash with rival Lebbon (34)

By Graham Keilloh

**GB3 pacesetter Luke Browning says he was left feeling dejected after being removed from the final race of Oulton Park’s season-opening triple header despite taking the meeting’s first two wins.** Hitech GP’s Browning dominated the opening two races, then in the full-reversed grid race three he rose from

19th place to 16th by one-third’s distance and drew alongside Elite Motorsport driver Tom Lebbon on the outside approaching Hislops chicane. Lebbon appeared to veer into Browning’s line and they clashed wheels; Browning retired on the spot with damaged suspension and Lebbon was disqualified post-race. Browning told Motorsport News: “[I’m a] bit dejected after the last race.

Nothing you can do about that; when you get taken out you get taken out. Lebbon had a really bad exit out of the chicane, I had to go somewhere, I went left, and then as soon as I came up left of him he was really aggressive left-hand down, he kept on coming, kept on coming and at some point there’s going to be contact. “But for sure positive weekend to come away still championship leader.



Browning dominated two races

Rest of the season is just going to be about being consistent, do the same thing just hopefully not have stuff like that happening in race three, it’s really not good.” Lebbon told MN: “We’d gone into the second chicane, Browning went to my outside, we just collided on the way into the corner on the brakes really. I don’t know exactly what happened; we’ll have to review the footage.”



W Series star Hawkins took race win in her debut TCR UK meeting

## HAWKINS ELATED AFTER DEBUT TCR UK VICTORY

Jessica Hawkins said the feeling was indescribable after taking victory during her TCR UK debut meeting at Oulton Park 10 days ago. The W Series driver and Aston Martin Formula 1 team driver ambassador led the race two partially reversed-grid contest throughout, heading home TCR UK’s 24-car grid, having finished ninth in the season-opening double header’s first race in her Area Motorsport With FASTR Cupra TCR. Hawkins told Motorsport News: “I can’t even describe the feeling. It’s been a long time since I’ve felt that feeling

[of winning] and it’s definitely worth all the blood, sweat and tears. “What a great championship to be involved in. It’s one of the best tin-tops I’ve ever driven. It’s a no brainer when it comes to what you get for your money. The standard of drivers is so high. “We always said we were not going to put any pressure on this year, just because this is my first really full season of anything front-wheel drive in a good five or six years. So I don’t think any of us were expecting a win early on but let’s take it step by step.”

## EDGAR OPTIMISTIC AFTER FIRST PODIUM

GB4 racer Jessica Edgar is looking ahead with optimism after securing her first podium finish in car racing at Oulton Park 10 days ago. The 17-year-old karting graduate – cousin of Red Bull junior Jonny who has withdrawn from FIA Formula 3 with Crohn’s disease – is making her car-racing debut this season with Fortec Motorsports in the new single-seater GB4 championship. And in her second GB4 meeting, at Oulton, Edgar finished second in the reversed-grid race, just 5.4 seconds off winner Jarrod Waberski and well clear of third place. She told Motorsport News: “Coming from karting I found it quite hard, I struggled the first round at Snetterton, but now the pace is starting to come so



Edgar feels pace is arriving now

fingers crossed for the rest of the year. “I’d like to get to W Series and see what opportunities come from that. A few more podiums [this year] would be good, maybe a pole, hopefully some wins [too].”

### OBITUARY

#### Peter Gaydon 1941-2022

Racer and former British Racing Drivers’ Club race director Peter Gaydon passed away last week. Gaydon had been a prime mover in race administration, he was a council member of the British Automobile Racing Club from 1969 to 1977 and served as a director of the BRDC before taking up a role as managing director of Donington Park in 1977. After returning to the BRDC, he went on to become the managing director of Croft.

He was a founder partner of Motor Race Consultants, the firm that assisted racers who wanted to contest events overseas. His own racing career began in 1964 in the Clubman’s category. He progressed through Formula 3 and on to a brief career in F2. In the early 1970s, he switched his focus to sportscars before enjoying an Indian summer to his driving career by competing in historic while based in the USA in the 1980s.

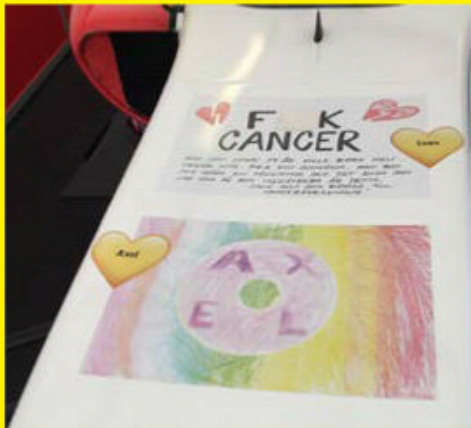


GT4 cars will gather at Classic

## GT4 RACES FOR CLASSIC SILVERSTONE

A pair of races for GT4 cars right up to 2022 models will be a new feature at The Classic at Silverstone this August. The half-hour races at the August 26-28 event will be open to all GT4 cars, regardless of age, and result from discussions between Classic promoter Nick Wigley and Masters Historic Racing founder Ron Maydon. The venture also has the support of GT4 category originator Stephane Ratel of SRO Motorsport. The races will feature up to 50 cars and have classes for current GT4 cars and those from the category’s earlier days. Wigley said: “The addition of GT4 supercars adds yet another ace to The Classic’s already impressive pack and ensures this summer’s on-track bill will be the most comprehensive ever, spanning the last 100 years of motor racing history.” Maydon added: “I said to Nick that we could try something very new and very modern but aimed at a totally different audience to what we normally have. Stephane Ratel was keen to be involved and so that’s how it happened.” While the initial plan is for a one-off event to widen The Classic’s appeal, Maydon says it could lead to further races, particularly for cars that are no longer homologated, and even to a series for age-defined GT4 cars. Masters currently promotes races for recent sports-prototypes and GT3 cars in the Masters Endurance Legends series.

## GB4’S ADESTAM DOES HIS BIT



Elias Adestam’s Fortec GB4 machine at Oulton Park featured artwork donated by two Swedish children with cancer for Adestam’s ‘raising against cancer’ initiative. Adestam, 16, told Motorsport News: “It begun with my grandma who’s had cancer multiple times and relatives that died too early with cancer. And with the Ukraine conflict we’re going to help them as well as much as we can. Small things that you can do to really cheer up someone. There will be more drawings hopefully later this year!”



# RALLY NEWS

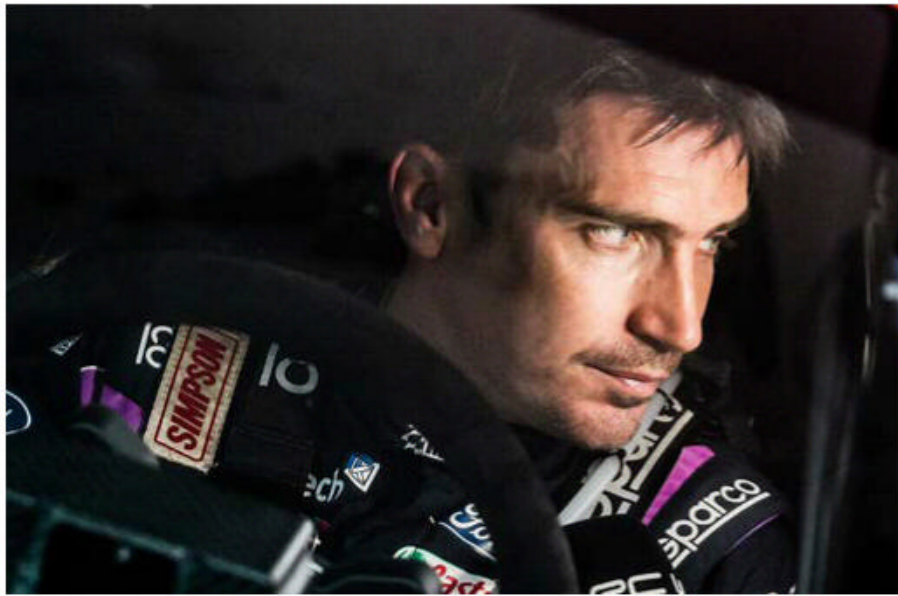
Photos: M-Sport, Hyundai, Toyota Gazoo Racing

## SIMPSON SIDELINED BY MULTIPLE PUNCTURES

Neil Simpson's Croatia Rally bid was curtailed when the former British championship star was forced to retire from leg one after picking up no fewer than five punctures in one day.

Driving a Skoda Fabia for top team Toksport WRT, Simpson and co-driver Michael Gibson restarted on day two and eventually finished 19th among the WRC2 runners.

"We've certainly learnt a lot about the car and the characteristics of the stages with none of the drama of the first day," Lancastrian Simpson said at the halfway point of the Tarmac event, which he was contesting for the first time. "It was an awesome rally, in a gorgeous country with fantastic people. A stunning experience and we have enjoyed every kilometre."



Irishman has been urged to take more risks for points



Breen missed out on Croatia podium

# BREEN URGED TO FIGHT AT THE FRONT IN WORLD RALLIES

### Millener wants Irishman to focus on pace not points in M-Sport Ford Puma Rally1

By Graham Lister

**Craig Breen needs to attack more and defend less to show his full potential in the World Rally Championship.**

That's the view of M-Sport Ford World Rally Team boss Richard Millener after Breen lost out on a podium finish to Thierry Neuville on the final morning of the Croatia Rally.

Although the contrasting tyre choices for the final leg had a

major impact on the outcome after it rained heavily on the penultimate stage – Breen opted for five hard-compound Pirelli covers, while Neuville selected three hard covers and three softs – Neuville ultimately had the edge over his Irish rival.

"Sometimes you are focusing on the whole championship and thinking you need to get all these finishes in place, which you do," Millener said. "But you can fall

into a mentality where you keep taking points without having any risk. But to beat the guys at the front you have got to take risks. Look at Kalle [Rovanpera], Thierry and Ott [Tanak] are on that absolute edge to get those stage times. You need to be fighting on those stage times, you can't afford to be a long way behind."

Millener praised Breen for his attacking intent on the final stage of leg two at the wheel of

the Ford Puma Rally1 he shares with co-driver Paul Nagle, which he completed 1.0s slower than Neuville to hold an overnight lead of 4.9s heading into Sunday's deciding leg.

"That was a good end to the day for Craig," said Millener. "There's no denying Thierry is one of the most experienced guys in the field and he can certainly get himself up for a fight,

"What [Craig] did on that last

stage [proved] that he can fight against those guys. We are not here to inherit places on events, we want to win them and fight for them."

While Neuville completed the Croatia Rally podium behind winner Rovanpera and second-placed Tanak, Breen settled for fourth ahead of Elfyn Evans (see separate story). He also bagged two bonus points for placing fourth on the powerstage.

# EVANS GOES THE DISTANCE FOR FIRST TIME IN 2022

Elfyn Evans' miserable start to the 2022 World Rally Championship continued in Croatia last weekend with the gap to his title-leading Toyota team-mate Kalle Rovanpera now 59 points after three rounds.

Although the Welshman ended his record of failing to complete a rally distance in 2022, two punctures on the rain-affected opening leg wrecked his hopes of a strong result in Zagreb.

Co-driven by Cumbrian Scott Martin, Evans finished fifth overall.

At the same stage last season Evans was third in the points standings and 10 marks off the championship lead.

"We knew it would be a challenge running near the back of the field in these conditions, and to twice have tyres off the rim was really not ideal," Evans said. "That was

possibly down to the cuts in the corners getting worse as more cars go through, and with mud all over the road there's little to no choice: you either have to slow down massively or take the cuts."

There were some high points for Evans on an event he came within 0.6s of winning in 2021. He was fastest on two stages and picked up three points by going third fastest on the event-closing powerstage.



Evans got to the end of the rally, but tyre deflations had meant he was fifth overall

## NEUVILLE GETS HEAVY CROATIAN PENALTIES

Thierry Neuville was fined, penalised and the subject of a police investigation during a troubled Croatia Rally for the Hyundai star.

His issues began when he was clocked doing 96mph in a 49mph zone on the opening leg, which earned the 33-year-old a £1601 fine and a subsequent one-minute penalty from the event stewards due to a breach of the international sporting code.

Along with co-driver Martijn Wydaeghe, Neuville will also have to do two days of public service of the FIA's choosing.

A further 10 seconds were added to Neuville's total after it was found he hadn't driven



Hyundai's battler was in lots of hot water with penalties

through a hybrid electrical vehicle zone in full electric power.

Neuville was also the subject of a police investigation after footage emerged on social media of the i20 crossing a solid white line on a road section as he left a motorway.

The Belgian, who picked up another 50s of penalties for late check-ins – including 40s for

arriving late into service on Friday lunchtime after he and Wydaeghe were forced to push their stricken Hyundai for 800 metres to reach the control at the Zagreb Fair service park – eventually finished third, despite crashing into a bank on the powerstage and completing the test with two punctures and an intercom fault.

## FOURMAUX WRECKS ANOTHER ONE OF M-SPORT'S PUMAS

Adrien Fourmaux suffered his second car-wrecking crash of the season when he went off the road at high speed on the opening leg of the Croatia Rally.

M-Sport's young French star was sixth overall after two stages but was out on the next run, aquaplaning off the road on a high-speed right-hander.

The badly damaged Ford Puma Rally1 ended up in the front garden of a local farmer, having struck a piece of agricultural machinery.

"It was a really unfortunate mistake and not the way I planned to start the rally, the approach was to get points for the team and get through



Fourmaux before he took a tumble on Croatia Rally

what was going to be a tricky rally," said Fourmaux, who finished fifth in Croatia last season on his top-flight debut "I'm really sorry to the team."

Explaining why Fourmaux was a non-starter on leg two, M-Sport team boss Richard Millener said: "One of the differences with these cars

if you start to take body panels off you're exposing the chassis very quickly and you damage any cage tubes."

Pierre-Louis Loubet, on his first WRC appearance in the Puma Rally1 Sebastian Loeb drove to victory on January's Monte Carlo Rally, stopped on day one with three punctures.



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RALLY NEWS



Jennings: campaign

RIGHT-HAND-DRIVE R5 RULING MOVES CLOSER IN IRISH RALLIES

The move to allow the right-hand-drive variant of the Ford Fiesta R5 to be shown amongst the overall results within rounds of the Irish Tarmac Rally Championship has edged closer but might not be completed in time for this week’s Rally of the Lakes in Killarney.

Currently, competitors in the right-hand-drive Ford Fiestas are only shown in Class 24 and are not included in the overall results – either within international or national categories.

However, and as previously stated in Motorsport News, they are eligible to score championship points. Tarmac champions Garry Jennings and Tim McNulty have been to the forefront in campaigning for their inclusion in the overall classification.

At a recent Motorsport Ireland meeting that consisted of three of its commissions – rallies, safety and technical – it was agreed to forward a proposal to the Motorsport Ireland Council for the inclusion of right-hand-drive R5 cars within the international category of events. This proposal will be discussed by the council at its meeting today (April 28).

Motorsport Ireland is making every effort to try and resolve the issue. Although, the Tarmac Rally Organisers Association (TROA) says it has done everything to get the matter sorted, a MI spokesperson confirmed that, were the TROA to run its events under a national permit, it would have allowed right-hand-drive R5 cars to be classified within the main field. However, it appears that the TROA were not prepared to venture down that route.

DEVINE FACES ‘MAKE-OR-BREAK’ RUN ON RALLY OF THE LAKES

Volkswagen Polo man knows he has to turn the screw in Killarney Tarmac clash

By Martin Walsh

Callum Devine has a straightforward strategy for this weekend’s Rally of the Lakes in Killarney – go flat out to rescue his Irish Tarmac Rally Championship dream.

The VW Polo GTI R5 battler says the 14-stage event, which takes place over two days this weekend, is crucial if he is to overturn his 24-point deficit to table-topper Josh Moffett.

The Claudy-based driver Devine said: “We need to hit the ground running and go as hard as we can.”

Although the 27-year-old lacks experience of the Killarney terrain in comparison to his rivals, he is not overly concerned. “I’ve only ever done the rally twice, in 2016 in an Opel Adam and in 2019 when I finished third in a Ford Fiesta R5,” he explained. “I’m hoping for a good recce and to have the stages spot on. If I get confidence in those straight away and I’m willing to push, then I should be OK, but having that extra bit of local knowledge helps when you are making the notes.”

Devine says the terrain within the



Devine is aiming for a big points haul



Driver knows Lakes is vital

Irish series is very specialised and taking cuts has risks unlike European events. He fell foul of a cut on the recent Circuit of Ireland event, where he was restricted to third spot after early dramas.

“I literally put half a wheel on the grass and there was a stone that had fallen down, that did the damage,” he explained. “It burst the spokes on the front wheel and punctured a rear wheel. Then, I was hoping to push on the second

day, but we had an issue with the pop-off valve.”

Devine also said that he was becoming increasingly confident in his new mount for the 2022 campaign, the VW Polo GTI R5, after his switch from the Fiesta. He added: “[The Polo] just feels a little more relaxed inside. I think it sits a wee bit better on the Irish roads. It is not as touchy over the bumps as the Fiesta, it soaks them up well, but the Fiesta was a good car too.”

TOP 10 ENTRIES

Rally of the Lakes

NO.	DRIVER/CO-DRIVER	CAR
1	Josh Moffett/Andy Hayes	Hyundai i20 R5
2	Alastair Fisher/Gordon Noble	VW Polo GTI R5
3	Callum Devine/Shane Byrne	VW Polo GTI R5
4	Meirion Evans/Jonathan Jackson	VW Polo GTI R5
5	Cathan McCourt/Liam Moynihan	Skoda Fabia R5
6	Jonny Greer/TBA	Citroen C3 Rally2
7	Declan Boyle/James O'Reilly	VW Polo GTI R5
8	Daniel Cronin/Shane Buckley	VW Polo GTI R5
9	David Guest/Jonathan McGrath	Ford Fiesta R5
11	Enda O'Brien/John Butler	VW Polo GTI R5

Proffitt says the Porsche stood up well after spill



PROFFITT ROLL OVER BUT HE IS NOT OUT

Porsche 911 driver Ricky Proffitt says he will still contest the Manx Rally in mid-May as planned despite rolling his 1965 two-litre car in Hafren forest on the Rallynuts Stages on April 9.

Proffitt and co-driver Graham Wild were setting a good pace in Hafren when they entered a corner too quickly. The car rode up the bank and went over but damage was remarkably light. “We were incredibly lucky,”

said former Isle of Man resident Wild after the incident. “By hook or by crook, we will be at the Manx with the car. It went into the body shop on the Monday morning after Rallynuts and needed both wings replaced and a rear quarter repaired but the roof was untouched.”

Proffitt also hopes to contest the Silver Fern Rally in New Zealand in November in a locally supplied Toyota Corolla.

NUPTIALS KEEP HIRST FROM KIELDER

Matthew Hirst will miss the Kielder Rally from his BTRDA championship schedule this summer, as the event clashes with the wedding of his co-driver, Declan Dear.

Hirst, who scored a breakthrough victory on the Rallynuts Stages in

his Ford Fiesta R5, is chasing both the BTRDA and Welsh championships this season but will sit out the June 18 rally while at Dear’s wedding to special stage presenter Gemma.

Hirst still plans to do 12 gravel events this year and

build on the impressive pace he showed on the Rallynuts event.

The Doncaster-based driver said: “I’m still learning the Fiesta after four years in the Mitsubishi Evo but winning the Rallynuts was a good step forward.”



Hirst will sit out Kielder Rally for co-driver's wedding



Wood was part of the parade to cheer a sick enthusiast

WOOD’S MITSUBISHI MERCY MISSION MAKES ILL FANATIC’S DAY

National rally driver Matt Wood took part in a convoy of 53 cars that performed a drive-past of a sick enthusiast’s house last week to raise his spirits.

Wood, who rallies a Vauxhall Astra in the Heart of England series, swapped to his father David’s more spectacular

Mitsubishi Lancer E9 to join the motoring armada, which headed to Lincoln to drive past the house of 21-year-old Joshua Bilton.

Bilton has Williams Syndrome and MAS, a rare life-threatening illness that affects his heart and lungs.

Wood and the other cars, which ranged from modified street cars to a rally-prepared Metro 6R4, all ran past Bilton’s house at slow speed, sounding their horns and greeting the Bilton family.

Andy Marshall, a friend of the family, arranged the event at 24 hours’ notice. Wood said: “I

know Andy through Facebook, so when he asked me to help, I was naturally up for it. Dad loaned me the Evo as it’s bigger and brighter than the Astra. When I drove past Joshua on the roadside, I knew from the look of excitement on his face that the effort was worth it.”



## ROAD RALLY ROUND-UP

**Morris and Price take full advantage as rivals hit issues**

Dan Morris/Kieran Price triumphed on the first running of the Morswyn Williams Memorial Rally in 11 years.

Despite a misfire, Dai Roberts/Dafydd-Sion Lloyd led Morris/Price by 15 seconds at the halfway point. However, a broken distributor halted the leaders in the second half and Morris/Price romped home with a victory margin of over two minutes.

It wasn't a good event for most of the top crews. Iwan Davies/Andrew Lowe struggled with a Ford Escort that wouldn't run cleanly at low revs and regularly cut out. It finally stopped and wouldn't restart.

Martin Richards/Shawn Richards were fourth at Petrol, but their Vauxhall Nova suffered a broken engine mounting after the restart.

A broken alternator belt stopped the Escort of Jamie Jones/Dafydd Owens early in the proceedings, while Huw Morris/Dilwyn John got stuck on a track. Chris Hand/Darren Jones were in third place at the halfway halt, but got

their Escort beached after wrong slotting. After a lengthy struggle, they got free, cut to the Finish and were classified in 35th and last place.

All these dramas allowed John Summers/Simon Summers, who had been in fifth at Petrol, through to take the runner-up spot. They were 8s ahead of Phil Evans/Daniel Parsons.

Ricky Reynolds/Rhys Lewis won the Novice class by 17s from Malcolm Jones/Mathew Phillips.

Ian Mills

**Results****Morswyn Williams Memorial Rally**

**Organiser:** Gwendraeth Valley Motor Club

**When:** April 9-10 **Where:** Carmarthenshire **Route:** 90 miles

**Starters:** 51.

1 Dan Morris/Kieran Price (Ford Puma) 2m01s; 2 John Summers/Simon Summers (Ford Escort) +2m24s; 3 Phil Evans/Daniel Parsons (BMW Compact); 4 Mark Rodway/Scott Marshall (BMW Compact); 5 Ricky Reynolds/Rhys 'Smiley' Lewis (BMW E30); 6 Nathan Summers/Kyle Strahan (Ford Escort); 7 Malcolm Jones/Mathew Phillips (Nissan Almera GTi); 8 Mike Williams/Mark Weller (Ford Escort); 9 Ben Lloyd Williams/Hefin Jenkins (Citroen C2); 10 Ashley Rice/Trevor Disney (Mini Cooper).

**Class winners: Novices:** Reynolds/Lewis; **Beginners:** Phillip Lloyd/Elinor Thomas (Escort)



Fisher took a tough victory

# FISHER ELATED WITH TENSE VICTORY ON CIRCUIT OF IRELAND

## The 33-year-old take place in record books with a win on Easter classic

By Martin Walsh

**Alistair Fisher has described his maiden win on the Circuit of Ireland Rally on the Easter weekend as one of the most emotional of his career.**

The VW Polo GTi R5 driver claimed a dramatic last-stage victory on the two-day Ulster Automobile Club asphalt event after a tense battle with Hyundai i20

R5 battler Josh Moffett. Fisher's uncle Bertie was a three-time winner of the event in 1995, 1997 and 1999.

Alastair Fisher said: "It has been an emotional win. I know [the event now] is not the Circuit of old, but it is still the Circuit of Ireland. It is very special. I was trying to take the [personal family] history out of it, but it still comes into your head.

"However, I was able to concentrate on what I was doing and it is quite

something to land this win."

The rally didn't run without controversy. Both Fisher and Moffett both beat the bogey times on the event on two stages – stage nine and stage 11. Moffett had also eclipsed the benchmark time on Friday's eighth stage.

When the organisers decided to abandon the bogey times, it left the top two just 0.2 seconds apart and Moffett was not impressed.

Moffett said: "We headed into the second-last stage, stage 10, expecting to beat the bogey on the last stage.

"We knew we had an 11s lead so we didn't push overly hard; Ali [Fisher] took 5s off us on the second-last stage so we knew we just had to get through the last stage at a reasonable pace."

However, the readjusted times from the officials handed the win to Fisher by 11.6s.

## MONAGHAN STAGE RALLY: BY MARTIN WALSH

APRIL 24

## MOFFETTS KEEP IT IN THE FAMILY FOR STRAIGHTFORWARD VICTORY

Josh Moffett continued his monopoly of the Motorsport Ireland National Rally Championship with his third straight victory, this time on home territory, the Monaghan Rally.

Co-driven by fellow local Jason McKenna, they finished 12 seconds ahead of Josh's older brother Sam, who had Keith Moriarty in the co-driver's seat of his Ford Fiesta WRC, a car he last campaigned on the 2019 Donegal International Rally. The duo of Darren Gass/Paddy Flanagan (Citroen C3) were 1m 11.5s further behind in third.

There was no great surprise when Josh Moffett posted the best time on the 7.3-mile Scotstown opener where he was 1.3s in front of his brother Sam, with Gass and the returning Robert Barrable

(VW Polo GTi R5) following.

Dominating the loop of three stages, the younger Moffett led his elder by 5.1s – already it was a battle of the brothers as Gass was 25.1s further behind with Barrable a mere fraction away in fourth.

Another Monaghan driver, Stephen Wright (Ford Fiesta R5), held fifth despite a slight overshoot on the first junction of the opening stage. Changes to the rear of his Ford Fiesta R5 had the desired effect for Seamus Leonard, who was sixth. Dessie Keenan (Ford Escort) in seventh topped the two-wheel-drive category, his Escort running with 15-inch rims and Reiger suspension.

The principal retirement was that of Declan Boyle, his Ford Fiesta WRC stopped after a exiting a square left junction on the second stage. It fired up an

hour later and he rejoined and went on to finish 93rd.

On the repeat loop, Josh Moffett topped the timesheets on stages four and five and Sam set the pace on stage six. Josh held the lead by 7.2s.

Gass, who spun on stage four, was 52.5s off second spot and had reclaimed third when a rear-left wheel puncture dropped Barrable back to fourth. Leonard, despite his resurgence, backed off towards the end of stage six where stones, dragged by competitors making deep cuts, posed a danger. Wright suffered a puncture on stage four and bowed out of contention when the jack fell during the wheel change.

Although the final stage was cancelled due to timing issues, it mattered little as Josh went on win with Sam second. Gass held on for third from Barrable,

Leonard and an untroubled Brendan Cumiskey (VW Polo GTi R5).

Paul Barrett (Fiesta R5) had a spin and an overshoot on his way to seventh from Tim McNulty, who completed most of the event without a digital read out on the dashboard of his Ford Fiesta R5. Damien Tourish (Escort) edged out Dessie Keenan for the modified category victory.

**Results**

**Ronnie Howe Monaghan Rally**

**Organiser:** Monaghan Motor Club.

**When:** April 24. **Where:** Monaghan, Co.

**Stages:** 9. **Championships:** Motorsport Ireland National Rally

**Championship:** Border Rally Championship. **Starters:** 150  
1 Josh Moffett/Jason McKenna (Hyundai i20 R5) 50m59.5s; 2 Sam Moffett/Keith Moriarty (Ford Fiesta WRC) +12s; 3 Darren Gass/Barry McNulty (Citroen C3 Rally2) +1m23.5s; 4 Robert Barrable/Paddy Robinson (VW Polo GTi R5) +1m32.3s; 5 Seamus Leonard/John McCaffrey (Ford Fiesta R5) +2m17.1s; 6 Brendan Cumiskey/Daragh Mullen (VW Polo GTi R5) +2m40.6s;



Josh Moffett continued his success in the 2022 season

7 Paul Barrett/Kevin Reilly (Ford Fiesta R5) +2m41s; 8 Tim McNulty/Paul Kiely (Ford Fiesta R5) +2m47.0s; 9 Damien Tourish/Domhnall McAlaney (Ford Escort) +2m47.5s; 10 Dessie Keenan/Enda Sherry (Ford Escort) +2m56.9s. **Class winners:** Stephen Gallagher/Niall Gibson (Honda Civic); Dara Leonard/Vinnie Boyd (Ford Fiesta); Timothy Duggan/Barry McBride (Seat Ibiza); Tomas O'Rourke/Tomas Scallan (Mitsubishi Lancer E9); Barrable/Robinson; Declan McCrory/Stephen O'Hanlon (Ford Fiesta WRC); Kevin Flanagan/Mark Reilly (Austin Mini); Cathal

Sheridan/Ryan Farrell (Vauxhall Nova); Sam Johnston/Enda Gerety (Honda Civic); Anthony Hand/David McCrudden (Ford Escort); Justin Smyth/Gregory McQuillan (Ford Escort); Jason Black/Karl Egan (Toyota Starlet); Damien Tourish/Domhnall McAlaney (Ford Escort); Brian Comiskey/Declan Campbell (Subaru Impreza); Simon Chapman/Peter Foy (Proton); David Armstrong/Ashley Trimble (Ford Escort); Tommy O'Connell/Emmet Sherry (Ford Escort); Mark Fox/Bradley Maguire (Honda Civic).



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# SPORTING SCENE NEWS

Photos:Tom Banks

## TEENAGER O'DONOVAN TO TAKE ON EUROPE'S BEST IN SUPERCAR DIVISION

Irish battler looks to expand his race experience with outings alongside dad Ollie



O'Donovan will drive his dad's Ford Fiesta Supercar

By Hal Ridge

**Rallycross Supercar newcomer Patrick O'Donovan will race in the opening round of the European Rallycross Championship next month at Nyirad in Hungary.**

The 2021 Motorsport UK Young Driver of the Year claimed a debut Supercar podium in the opening round

of the British Rallycross Championship 5 Nations Trophy a fortnight ago and will now join father Ollie by racing in the Euro RX season opener. O'Donovan Jr will drive his regular Ford Fiesta RX1 Supercar for Team RX Racing, alongside champion Ollie O'Donovan. O'Donovan Sr will give the squad's new Proton Iriz RX its international debut at the event.

O'Donovan Jr said: "It's been a crazy couple of weeks with turning 18, my Supercar debut, first Supercar podium and now an entry into the race in Hungary. "This has come together very late, just before the entry deadline, as we are still not 100% sure what my plans are for the rest of the international season, so this is amazing. I'm very excited to go to a new track and see what we can do."



Teenager has high ambitions

### BRISCA F2 ROUND-UP



Guinchard will have to build a big trophy cabinet

## Wins come thick and fast for Guinchard

European champion Charlie Guinchard had a week to remember, winning three BriSCA Formula 2 finals in six days.

On Saturday night, at King's Lynn's 200th BriSCA F2 meeting, Guinchard carved through the field and passed long-time leader Dan Vaughan but then tripped over a backmarker and dropped to third. But Guinchard overhauled Kyle Taylor and retook the lead with five laps to go having closed up to Vaughan when a car spun in front of him.

Track specialist Taylor held on to second while Reece Cox shoved Ben Lockwood wide on the final bend for third, with Easter Monday Bradford winner Dave Polley also passing Lockwood.

Guinchard's latest success came after winning at Buxton on Easter Monday and in the midweek session at Skegness.

Charlie Lobb was another repeat winner, adding success on a damp track at Devon's Smeatharpe Stadium on Easter Monday to his win at the same venue three days earlier. Lobb relieved Luke Johnson of the lead after a mid-meeting shower made for difficult conditions on the outside line. He then stayed just out of reach of wet-track expert

Paul Rice's last-bend lunge. Gordon Moodie took the honours in the north of Scotland on Sunday.

Mark Paulson

**Results**  
**Organiser:** Autospeed **When:** April 18 **Where:** Smeatharpe Stadium, Taunton **Starters:** 37.  
1 Charlie Lobb; 2 Paul Rice; 3 Steven Gilbert; 4 Dan Kent; 5 Dale Moon; 6 Josh Weare; 7 Luke Johnson; 8 Aaron Vaight; 9 James Rygor; 10 Ben Spence.

**Organiser:** Buxton Raceway **When:** April 18 **Where:** Buxton Raceway **Starters:** 21.  
1 Charlie Guinchard; 2 Kelynn Marshall; 3 Harley Thackra; 4 Thomas Bennett; 5 Steve Smith; 6 Connor Smith; 7 Adie Whitehead; 8 Stuart Wright; 9 Adam Rubery; 10 Craig Driscoll.

**Organiser:** Yorstox **When:** April 18 **Where:** Odsal Stadium, Bradford **Starters:** 25.  
1 Dave Polley; 2 Rob Mitchell; 3 Jack Witts; 4 Jordan Thackra; 5 Daz Shaw; 6 Ben Lockwood; 7 Reece Cox; 8 Greg McKenzie; 9 Mike Philip; 10 Richard Howarth.

**Organiser:** Skegness Raceway **When:** April 21 **Where:** Skegness Raceway **Starters:** 14.  
1 Charlie Guinchard; 2 Jack Witts; 3 Jordan Thackra; 4 Jamie Jones; 5 Courtney Witts; 6 Andrew Palmer; 7 Craig Driscoll; 8 Josh Winch; 9 Joe Bamford; 10 Kevin Woollas.

**Organiser:** Trackstar **When:** April 23 **Where:** Adrian Flux Arena, King's Lynn **Starters:** 44.  
1 Charlie Guinchard; 2 Kyle Taylor; 3 Reece Cox; 4 Dave Polley; 5 Ben Lockwood; 6 Ricky Castell; 7 Barry Clow; 8 Jack Witts; 9 Courtney Witts; 10 Jack Cave.

**Organiser:** Crimond Raceway **When:** April 24 **Where:** Crimond Raceway **Starters:** 13.  
1 Gordon Moodie; 2 Mike Philip; 3 Chris Burgoyne; 4 Liam Rennie; 5 Graeme Leckie; 6 Ryan Farquhar; 7 Robbie Dawson; 8 Jason Blacklock; 9 Paul Yule; Stuart Yule.

### BTRDA RALLYCROSS SERIES: PEMBREY BY HAL RIDGE

APRIL 23-24

## BLEASDALE REMAINS IMPREGNABLE IN THE BTRDA RALLYCROSS CHASE

**Vauxhall VX220 driver Darren Bleasdale maintained an unbeaten run in his maiden BTRDA Clubmans Rallycross Championship Super Modified category campaign with a double victory in the second and third rounds at Pembrey.**

A week after netting a pair of podiums in the British Rallycross Championship 5 Nations Trophy Supernational division at Lydden Hill and following victory in the opening round of the BTRDA series at Blyton Park, Bleasdale was the class of the field at Pembrey to further extend his points lead.

In both rounds in South Wales, Bleasdale was accompanied on the Super Modified podium by Super I 600 Citroen C2 racers Darren Scott and Phil Chicken, the trio in fact the only drivers to finish the final on Sunday.

Dale Ford stopped a lap from home with his Vauxhall Corsa but was classified fourth, while Stanley Bovil made it to half distance with his Ford Escort and was counted as fifth. BMW Mini campaigner Todd Crooks

and Porsche Boxster racer Michelle Swallow came together, putting both out. Super Modified event winner Michael Boak gave the debut to his Skoda Fabia Supercar in the Clubman 4x4 category and overcame technical issues during qualifying on the opening day to claim victory. He befell problems again early on day two, as did local Subaru Impreza driver Nigel Burke. With BMW Mini Countryman driver Martin Hawkes having already retired on day one, fellow four-wheel-drive Mini racer David Bell was the last man standing.

In the single-make BMW Mini division, Andrew Hawkes netted another win on the opening day but it was Nick Abbott who claimed a maiden rallycross victory in the class on Sunday in round three. He came out on top of a close-fought affair in the final.

Corey Padgett, son of Super Modified racer Phil Chicken, was another to claim a maiden win, his in the Junior category aboard his Suzuki Swift. Owen Robbins secured victory in round three, pulling out a big



Bleasdale has an unblemished record in BTRDA Series

margin from pole position.

Hot Rod racer Lee Wood dominated the Classic category with his Ford Escort and went unbeaten through the weekend to net two wins, while victories in the Production class were shared between Charlie Titcombe (Citroen Saxo) and Andrew Smith (Renault Clio), Titcombe flanking Smith throughout Sunday's final.

Tomas Ramanauskas twice claimed the Production 4x4 spoils with his Mitsubishi Lancer, while James Aviston drove his Ford Focus to a pair of wins in the Modified class.

**Results**  
**BTRDA Rallycross Series**  
**Organiser:** BTRDA/BARC **When:** April 23-24 **Where:** Pembrey, South Wales **Starters:** 48.  
**Round 2: Super Modified:** 1 Darren Bleasdale (Vauxhall VX220) 4m09.964s; 2 Darren Scott (Citroen C2) +12.029s; 3 Phil Chicken (Citroen C2); 4 Stanley Bovil (Ford Escort); 5 Michelle Swallow (Porsche Boxster); 6 Todd Crooks (BMW Mini). **Production:** Charlie Titcombe (Citroen Saxo); **Junior:** Corey Padgett (Suzuki Swift); **Production 4x4:** Tomas Ramanauskas (Mitsubishi Lancer); **Clubman 4x4:** Michael Boak (Skoda Fabia); **Modified:** James Aviston (Ford Focus); **BMW Mini:** Andrew Hawkes; **Classic:** Lee Wood (Ford Escort)  
**Round 3: Super Modified:** 1 Bleasdale 4m37.618s; 2 Scott +4.653s; 3 Chicken; 4 Dale Ford (Vauxhall Corsa); 5 Bovil; 6 Swallow; **Production:** Andrew Smith (Renault Clio); **Junior:** Owen Robbins (Suzuki Swift); **Production 4x4:** Ramanauskas; **Clubman 4x4:** David Bell (BMW Mini); **Modified:** Aviston; **BMW Mini:** Nick Abbott; **Classic:** Wood.

### BRISCA F1: KING'S LYNN BY COLIN CASSERLEY

APRIL 23



Haworth denied Harrison a quadruple

## HAWORTH DENIES HARRISON IN NORFOLK

Ryan Harrison was going for an unprecedented fourth King's Lynn final in a row on Saturday night but he fell one place short as he was beaten over the line by Mick Haworth, who claimed his maiden BriSCAF1 final win. It was bittersweet for Harrison as Haworth was driving a car built and race-prepared by Harrison.

Haworth led every lap of the final and was never

seriously challenged. Harrison needed either a mistake by Haworth or a yellow flag to bunch the field but neither happened.

The delighted winner said: "Well, what can I say? I've only gone and won and on World qualifying round night! All the hard work has paid off. A massive thanks to the team for the help during the week preparing the car for race day and

keeping it on track. There's still a lot of learning on- and off-track but by working with Ryan and the Harrison team, we can only go in the right direction."

**Results**  
**Organiser:** Trackstar, BriSCA F1 **When:** April 23 **Where:** King's Lynn **Starters:** 40.  
1 Mick Haworth; 2 Ryan Harrison; 3 Joff Gibson; 4 Tom Harris; 5 Austin Moore; 6 Mat Newson; 7 Paul Hines; 8 Mark Woodhull; 9 Ant Lee; 10 Danny Wainman



# HISTORICS

## DOWN THE WORKSHOP

### 1979 MAGUIRE MINI COOPER

Current owner: Derek Kessell



Kessell hustles on in the Mini

**He travels for his sport**  
“This is my 34th season with the car and I’ve done everything in the South West because I live in Saltash in Cornwall. Then we started to branch out and we did Gurston Down regularly and then the Downton Mini Championship started and we went to Harewood. We’ve been to Doune in Scotland twice!”

**It is a 1979 Special Saloon machine**  
“The spaceframe chassis was built in 1979 by John Maguire and it spent the first five years of its life as a Mini Traveller with John Meredith and it has always been a hillclimb car. It’s never been raced. There were several of them on the hills at the time and John Meredith sold it to John White who campaigned it for a couple of seasons until he tipped it over down at RAF Portreath and destroyed the body. So I bought the bare chassis off him and over 1987 and ‘88 I built it as it is now. I’ve competed every year since and this is my 45th season of motorsport.”

**It is a strong package**  
“It has a 1360cc A series engine which started off in a steel shell Special Saloon Mini I had. That was a 1966 Cooper S engine and it was time to take it out and put it away as it was worth something. So it now had a block that started off in a Metro turbo with a Jack Knight dog box. The pistons came from Manx Racing with one of his lightweight alloy flywheels. We’ve now got a steel crank and rods in it now, which might be a tad lighter. It’s been very reliable and other than breaking a driveshaft we’ve not had any major issues with it.”

**He has a full season of climbing planned**  
“We’ll carry on as long as can, God willing. Wiscombe Park is our local hillclimb as it’s just over an hour away. But we’ve sampled some excellent hillclimbs further afield. In May we’ll be back at Prescott for the Mini Festival again and I’m hoping I can repeat last year’s success of fastest time of the day. We had three Maguire Minis there last year which was the first time for a long time and we had Tom Shepherd driving the Peter Wartenberg car. He worked for John McGuire and he put all the frames together.”



Stretton had an outing at Donington Park

# STRETTON AIMS TO ADD TO MONACO GLORY IN TYRRELL

## British F1 car to make Monte Carlo street circuit return after 38 years

By Paul Lawrence

**Martin Stretton will try and add to his six Monaco Historic race wins when a grid for Pre ’85 Formula 1 cars is added to the programme next month.**

The extra grid for the May 13-15 event brings out later F1 cars than before, representing right up to the end of the Cosworth DFV

era. Stretton’s Tyrrell 012 will be racing on the famous street circuit for the first time since 1985. “Monaco is one place where our car is pretty well suited,” said Stretton, who has raced Historic F1 cars since 1995. “Its lack of downforce is less of an issue on the street circuit. I want to have a good run for the car’s owner Martin Adams. It should be great

fun. It is the first time that cars of this generation have been able to race at the Monaco Historic.” Stretton is quick to point out the quality of the field for the Pre ’85 race and also that some of the slower backmarkers could be a factor in both qualifying and the race. The strong line-up includes Nick Padmore (Lotus 88B), Frank Stippler (Alfa Romeo 182), Marco

Werner (Lotus 87), Soheil Ayari (Ligier JS21) and 2021 triple race winner Michael Lyons (Lotus 92). “Monaco is the focus of our season,” said Stretton who used the recent Donington event as a warm-up and won the second race of the weekend from a pitlane start. He also hopes to race the ex-Martin Brundle/Stefan Johansson Tyrrell at Portimao at the end of the season.



American Tyrrell is now looking ahead to his debut at Monaco

## Tyrrell in a Tyrrell at Donington

American Ken Tyrrell showed impressive progress in Historic Formula 1 by taking pole at Donington Park over Easter in his Tyrrell 011. Sharing the name of the team founder, the Floridian had done some racing at home before coming to Europe. “I did three events last year and I love coming here,” said

Tyrrell, 53, who had his first racing car experience at the Jim Russell School at Snetterton in 1986. “This was kind of a big step and it’s so unbelievable. The car is now working superbly. It’s more about me getting up to speed than the car,” said Tyrrell, who will now focus on his Monaco debut next month.

## Tin-tops to star at Donington Historic Festival

The return of a representative grid for the Under 2-litre Touring Car series is one of the highlights of this weekend’s Donington Historic Festival. After several seasons in the doldrums and subsequent amalgamation with more modern 1980s cars from the Historic Touring Car Championship, U2TC is back to having a stand-alone race and a 20-car grid is due at Donington for the smaller-engined pre ’66 cars. The strong Lotus Cortina pack

includes Le Mans winner Guy Smith, Neil Brown, Andy Wolfe, Mike Gardiner and Jon Minshaw, while the Alfa Romeo GTA of brothers Andrew and Max Banks offers the main opposition. The nine-race programme covers most series from Motor Racing Legends as well as a special double-header for factory Group C1 cars to mark 40 years since the category was introduced. The longest race is the three-hour Pall Mall Cup that wraps up Sunday’s programme.

## Cook swaps disciplines for Masters outing

British Touring Car Championship racer Josh Cook shared the thundering 1971 Chevrolet Corvette of Peter Hallford in the Masters Historic Sports Car race at Donington Park on Easter Saturday. Cook had previously tested the 50-year old car for the Moore Racing team and jumped at the chance to share it with Hallford in



Cook sampled 'Vette

the hour-long, two-driver race. “It’s a handful but good fun,” said Cook, who was back at Donington last weekend to start his BTCC campaign. “It’s different but it’s useful seat time,” added Cook who will also race a Lotus Cortina from the Moore stable at this weekend’s Donington Historic Festival.

# MASTERS CHALLENGE FOR DICKINSON



**Former Renault Clio racer David Dickinson has joined the Masters Historic Touring Car grid in a freshly prepared Jordan Racing Team Lotus Cortina. Having shared the similar car of his friend Paddy Shovelin late in 2020, Dickinson decided to join the grid and got his own car last year in time for the second half of the season. He is now contesting a fuller programme this year and finished fourth in the Cortina pack at Donington Park first time out.**

## IN BRIEF

**Bradshaw’s swap**  
As well as racing his Chevron B19 in the Historic Sports Car race, Tom Bradshaw jumped into the Ford Mustang of Jonathan Evans at Donington Park at Easter to share the car in the two-driver Pre ’66 Touring Car race. Bradshaw only got the call when he was on the way to the circuit on Friday morning but had raced the Mustang once before at Croft. “The Chevron feels so fast after the Mustang,” admitted the former single-seater star. They finished ninth in the Mustang.

**Greensall’s outing**  
Nigel Greensall deputised for Tiff Needell at Donington Park recently to share three cars owned and raced by John Spiers. Greensall and Spiers raced the McLaren M1B, Lotus Cortina and TVR Griffith across the weekend and took two overall podiums. “I’m the stunt Tiff,” said Greensall of the weekend. He had previously raced the McLaren at Daytona and Sebring when it was owned by Andrew Beaumont and had shared the TVR with Spiers at Jerez and Portimao late last year.

**Speedsport grows**  
The Speedsport team has extended its Formula Junior squad this season following the acquisition of the ex-Colin Nursey Lotus 22, which was raced by Formula Ford frontrunner Horatio Fitz-Simon at Brands Hatch. The Silverstone-based team is also tending the ex-Cam Jackson race-winning Brabham BT2, which is now owned and raced by Geoff Underwood.

**White Rose is go**  
The third round of the Motorsport News-backed HRCR Clubmans Rally Championship will be the White Rose Classic Rally in Yorkshire on Sunday May 8. Paul Crosby (Porsche 911) and Dan Willan (Volvo PV544) will head the field in the Malton-based rally that will take in a dozen special tests including some new venues. Regularity sections will take crews over the North Yorkshire Moors as the event runs for the first time since 2019.

**HERO pledge**  
Endurance rally organiser HERO-ERA has completed a carbon offset to cover all of its 2021 rallying activity. The total 2021 operational footprint for the entire company, including historic rallies, measured 664 tonnes of carbon dioxide equivalent. Events contributed 491 to that figure, with the Classic Marathon emitting 119 of those tonnes.

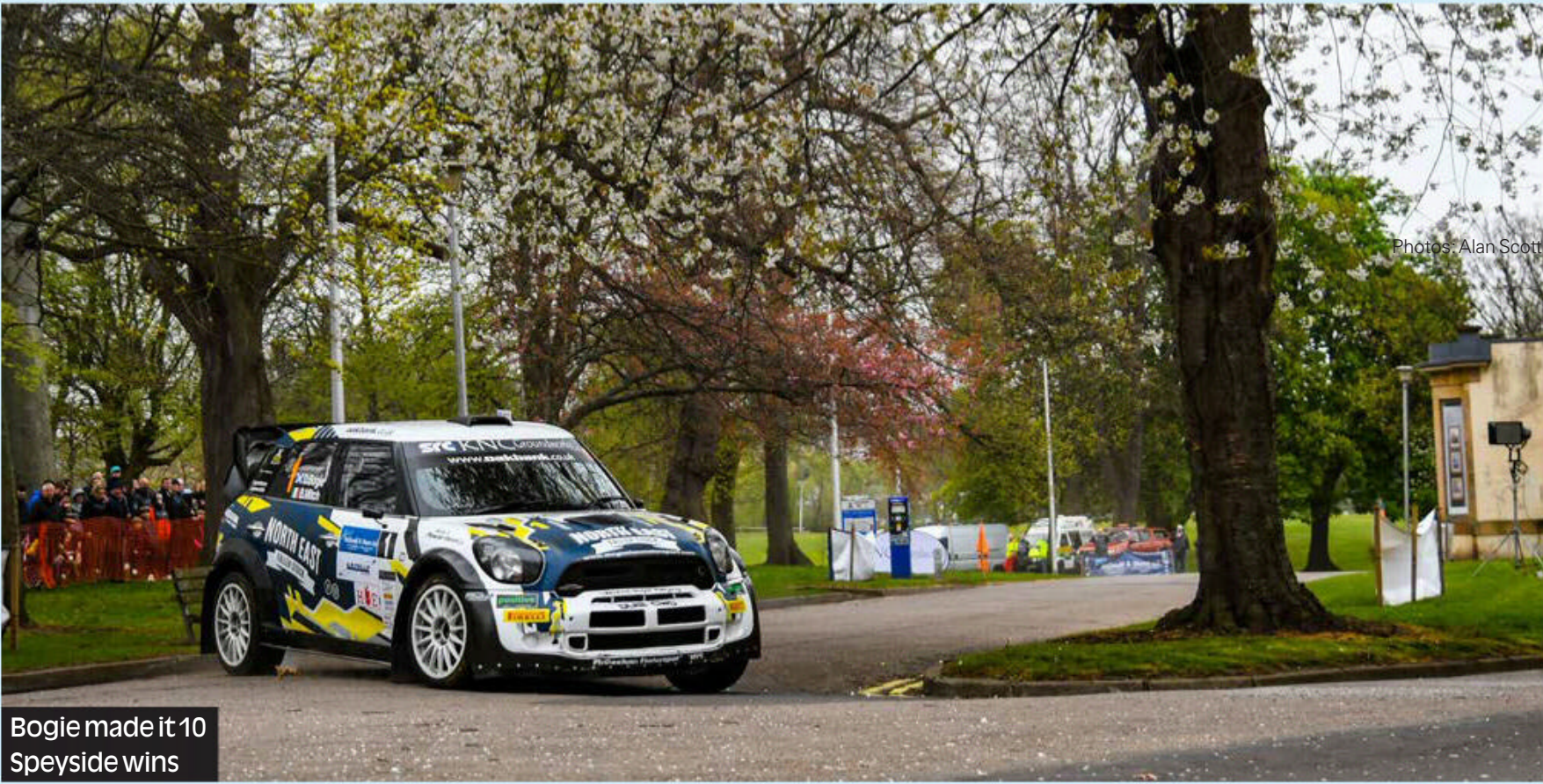


RALLY REPORTS

SPEYSIDE STAGES: SCOTTISH RALLY CHAMPIONSHIP BY JOHN FIFE APRIL 23



Jock Armstrong led Speyside until smacking a chicane



Bogie made it 10  
Speyside wins

Photos: Alan Scott

BOGIE PUTS THE GREMLINS TO BED  
Habitual Speyside winner adds another – and sounds a warning shot to the others. By John Fife

David Bogie and Barney Mitchell won last weekend’s Speyside Stages Rally, Bogie’s 10th event win, but they had to come from behind to do so.

In fact, it was David Henderson and Chris Lees who snatched the early lead over the two short Tarmac blasts around Cooper Park in Elgin. The Tarmac rally specialist and ex-racing driver was instantly at home on the tests.

Once into the forests, Henderson slipped back as the Subaru Impreza of Jock Armstrong and Cameron Fair found its wings and the Mitsubishi Lancer E9 of Michael Binnie and Claire Mole was an ever-present threat in the dust behind them.

Dust wasn’t a big problem on this second round of the Scottish Rally Championship with everyone raving about the stages, although admitting they were very slippery in places. Not having been used for some years, the stages had a fine layer of dust, sand and pebbles coating the surfaces and while they didn’t clean up entirely, they didn’t suffer from ruts either.

Those conditions were not ideal for running first on the road, but there were no complaints from top-seeded Bogie as he didn’t have to encounter any dust trails. However, he did have one concern. The Mini JCW WRC

machine stuttered once on the first forest stage of the day, just like it did on the recent Snowman Rally. It was fine through the second forest stage but on the third one, it happened four times. The McGeehan Motorsport crew had already changed the fuel regulator after the Snowman failure so they were prepared this time and the car ran faultlessly over the day’s final four stages.

Armstrong’s charge had taken him into the lead after the morning’s five tests, but by only nine seconds. On the first stage after lunch, he tried just a bit too hard to retain his lead and smacked a chicane. Not badly, but Bogie was through into first place and gone. He extended his lead thereafter all the way to the finish.

Snowman Rally winners Binnie and Mole finished a fighting third having seen off the close attentions of Henderson and Freddie Milne/Patrick Walsh, but it was close. On the final stage, Binnie slowed. “I saw a lot of blue smoke in the mirror and started thinking what was wrong rather than concentrating on the stage,” he later admitted.

Fortunately, the issue cleared, but the fast-improving Henderson closed to within 4s by the finish. As Milne closed the gap over the latter part of the event, Henderson was feeling the

pressure. “I had gone from being the hunter to being hunted. . .” he said.

On his first time out in a new Ford Fiesta Rally2, Milne had found there was a big difference between the Mk1 and Mk2 cars as he played himself in cautiously while battling with Binnie for third place until a puncture on stage seven. That was costly as he dropped two places and Henderson swept past.

Once again Scott MacBeth and Daniel Forsyth impressed onlookers with their pace in the Mitsubishi E9 proving that there is life yet in the Lancers. They finished sixth, just holding off the Ford Focus WRC of Bruce McCombie and Michael Coutts, which had lost time on the fourth stage with a puncture and also required a cracked disc to be changed at service.

The biggest grins were reserved for Mark McCulloch and Michael Hendry in the self-built Proton Satria Evo after a troublesome start to the year in Inverness. They finished eighth overall having resolved the under-bonnet heat issues on the Snowman. McCulloch said: “I’m just so relieved, there’s more to come now.”

John Wink was all smiles too, as he and Will Atkins finished ninth in the Hyundai i20 R5. “I found out just how slippery it was four

corners into the first stage, but we got out of this ditch, unlike the Snowman,” said Wink.

Angus Lawrie and Paul Gribben finished a hugely popular 10th in their Mitsubishi Lancer E9. A new engine was needed after the Snowman failure and Lawrie thought he was out for the season, but other folks thought differently surprising him with the amount of support he received to get a new engine. He was buzzing: “I’m happy just to get a finish, I’ve also got a bit more power so I’ll need to get used to that.”

Scott Beattie was in the hunt for top honours early on till an off with his Mitsubishi Lancer E7 in Gartly close to the scene of Garry Pearson’s accident four years back, while John Morrison retired his overheating Ford Fiesta R5 after stage four and Keith Morris lost out too with a broken timing belt in his Mitsubishi.

At the finish Bogie said: “It was a long day, but it was a good day. Just what you’d expect with nine excellent stages, it kept you busy. I wasn’t planning a full championship season, just pick and choose and see what happens – but I’ll be doing the Jim Clark and Reivers!”

That could well be a warning shot across the bows of the other frontrunners.

RESULTS			
Speyside Stages Rally When: April 23 Where: Elgin			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Bogie/Barney Mitchell	Mini JCW WRC	37m15s
2	Jock Armstrong/Cameron Fair	Subaru Impreza	+20s
3	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+1m06s
4	David Henderson/Chris Lees	Ford Fiesta R5	+1m10s
5	Freddie Milne/Patrick Walsh	Ford Fiesta R5	+1m26s
6	Scott MacBeth/Daniel Forsyth	Mitsubishi Lancer E9	+1m29s
7	Bruce McCombie/Michael Coutts	Ford Focus WRC	+1m34s
8	Mark McCulloch/Michael Hendry	Proton Satria Evo	+2m00s
9	John Wink/Will Atkins	Hyundai i20 R5	+2m14s
10	Angus Lawrie/Paul Gribben	Mitsubishi E9	+2m31s

**Class winners:** **C1:** Robert Tonge/Sean Newlands (MG ZR); **C2:** Martyn Erskine/Kieran Hyslop (Peugeot 206 Cup); **C3:** Craig Smith/Charles Mackenzie (Vauxhall Astra); **C5:** Scott Mutch/ Greg McDonald (Subaru Impreza GC8); **H1:** Stuart Egglestone/Brian Hodgson (Ford Escort Mk2); **H2:** Donald Brooker/Tony Booth (Subaru Legacy RS); **M2:** Robert Proudlock/Steven Brown (Vauxhall Adam); **M4:** Paddy Munro/Dave O’Brien (Ford Escort Mk2); **M5:** Gordon Murray/Phil Sandham (Ford Escort Mk2); **M6:** Ian Baumgart/Mark Fisher (Subaru Impreza); **M7:** Armstrong/Fair; **Pro2:** Richard Stewart/Carin Tait-Logan (Peugeot 208); **Pro4:** Bogie/Mitchell.



Binnie overcame a late drama to claim third place

CLASS ROUND-UP



Craig Smith claimed the Class 3 spoils in his Astra

Egglestone defies a lack of power for strong result

The Ford Escort Mk2 of Stuart Egglestone and Brian Hodgson, which finished 20th overall, was two-wheel-drive runner on the Speyside Stages. Its overall ranking was even more surprising, and impressive, as it was a Pinto-powered version.

There was a right old scrap in the M2 class for 1600cc cars with Robert Proudlock and Steven Brown coming out on top, but

only after Justin Gunning and Keith Fair had ended their fight in a ditch. There was little to choose between the Vauxhall Adam and the Ford Fiesta R2 drivers as they were never more than three seconds apart until Gunning’s Fiesta slid wide on the marbles and was gobbled up by the ditch.

In the Clubmans’ 1600 category a delighted Martyn

Erskine and Kieran Hyslop took the win despite three off-track moments in their Peugeot Cup. Even more delighted were Nikki Addison and Rachel Matheson in second in their Peugeot 106. The pair finished the five-mile Gartly test screaming with elation in this forested cathedral of speed and bravery despite having lost their exhaust and their voices. Donald Brooker and Tony

Booth won the H2 class by just 7s in their Subaru Legacy from the Ford Escort Mk2 of Jim Robertson and Mike Curry. Having swapped co-driving duty for the driver’s seat, Craig Smith with Charles Mackenzie won Class C3 in the family Vauxhall Astra while Scott Mutch and Greg McDonald were first in the Subaru Impreza-dominated Class C5.



RALLY REPORTS

LYDDEN HILL: BRITISH RALLYCROSS CHAMPIONSHIP BY HAL RIDGE **APRIL 18**

BENNETT MAKES IT BACK-TO-BACK WINS

Photos:Tom Banks



Bennett doubled up with Monday victory



Steve Hill's crew performed miracles with the Lancer

“Seventy percent now, you’ve got this” was the message delivered by spotter David Mansfield to his driver Oliver Bennett halfway through the last lap of the final race in the Easter Bank Holiday rallycross weekend at Lydden Hill. But such is the flamboyance of Bennett that the Bristol driver couldn’t help but give the handbrake in his BMW Mini a tug into the final corner in the second round of the British Rallycross Championship 5 Nations Trophy, pitching the Supercar sideways.

Bennett styled out the move to cross the finish line first and claim his second career victory, two days after his first. The Xite Energy Racing driver hadn’t initially planned to race on Bank Holiday Monday but, having won round one of 5 Nations BRX at the Kent circuit on Saturday, he changed his plans and returned to repeat the performance, despite a transmission problem in qualifying. Behind Bennett, reigning champion Derek Tohill was the double winner’s closest challenger. The Irish driver

ultimately finished second to leave the opening weekend with a strong points haul. Six-time champion Julian Godfrey finished third. The story of the day, however, went to Steve Hill. Racing his familiar Mitsubishi Lancer E10, Hill’s car suffered a misfire in the closing stages of his semi-final, but the loss in pace didn’t stop him qualifying for the main event. Back in the paddock, his team – without engineer Gerald Nicholson in attendance due to testing positive for Covid – assessed the problem and discovered a broken valve

spring. With quick thinking, rudimentary engineering and Nicholson on the phone, the squad used a lace from Hill’s new shoes in the race lorry to poke down a spark plug hole and hold the value associated with the offending spring open. That allowed the mechanics to remove the broken spring, and, having employed the same tactic to extricate a spring from the car’s spare engine, the engine in the car was restored to health without removing the cylinder head, in under an hour. And Hill was able to not only start the final, but finish fifth.

Ollie O’Donovan in Team RX Racing’s new Proton Iriz RX was fourth, while Volvo C30 driver Dom Flitney scored a personal best result on his second weekend with the ex-Frode Holte machine. Not so fortunate were Patrick O’Donovan and Tristan Ovenden. The former wasn’t able to repeat his dream Supercar debut from round one in a day plagued by difficulties, which came to a head in the final when he retired with a broken gear lever. Ovenden had taken his joker at the first opportunity but, on landing over the jump, broke

his Citroen DS3’s front-left suspension, forcing him out. **Results** **5 Nations British Rallycross Championship** **Organiser:** LHMC **When:** April 18 **Where:** Lydden Hill **Starters:** 70 **Round 2:** 1 Oliver Bennett (BMW Mini) 4m19.159s; 2 Derek Tohill (Ford Fiesta) +2.457s; 3 Julian Godfrey (Ford Fiesta); 4 Ollie O’Donovan (Proton Iriz); 5 Steve Hill (Mitsubishi Lancer E10); 6 Dom Flitney (Volvo C30); **Supernational:** Jason Bleasdale (Vauxhall VX220); **Junior:** Owen Robbins (Suzuki Swift); **Swift Sport:** Max Weatherley (Suzuki Swift); **BMW Mini:** Dave Bellerby (BMW Mini); **ALL4 Mini:** David Bell (BMW Mini); **Super Retro:** Jos Sterkens (Ford Escort); **Retro Rallycross:** Nick Swift (Austin Mini); **RX150:** Sebastian Eriksson (RX150)

NATIONAL HOT RODS: IPSWICH BY GRAHAM BROWN **APRIL 18**

WALLER-BARRETT KEEPS UP HIS HOT ROD STEAM ROLLER

Photo: mkipics.net



Carl Waller-Barrett overcame Paul Wright for victory in the final at Foxhall Heath

Having taken the points lead at Skegness on Good Friday, Carl Waller-Barrett added another final victory to his tally at Ipswich on Easter Monday, collecting a heat second place to cement his position on top of the English points table. It was Shaun Taylor who denied him the heat and final double while CW-B had to work hard in the feature race to overhaul first-heat winner Paul Wright. In the first race, Taylor led Lewis Shelley and Karl Baker into the opening laps. But it was soon clear where any threat to the leaders was coming from – Paul Wright making huge strides forward from the front of the blue grade. Chased by Gavin Murray, he was up to third way before the finish. He was with the leader soon afterwards but Taylor wasn’t about to give up the lead easily, the pair battling

side by side before a clinch exiting Turn 2 put Wright in front, Murray also making it past Taylor by the finish. Taylor was able to quickly overcome Shelley and assume the lead in the second encounter, albeit at the cost of a black cross (for contact). The Fiesta driver then got his head down and concentrated on building a decent cushion over Shelley and Terry Hunn, while the rest scrapped about who was going to go after them. Shane Bland was at the head of this tussle with Andy Lane, Waller-Barrett, Wright, Chris Haird and Aaron Dew all pressing him hard. Perhaps unsurprisingly, it was CW-B who burst through to the front of that pack and then swiftly picked off the other placemen. He just managed to pip Hunn for second on the line but would have needed at least a couple more

laps to challenge the winner. All of that gave Taylor pole for the final with Wright alongside although with Waller-Barrett right behind them the smart money was always going to be on him for the win. Taylor beat the rest down to Turn 1 but Wright launched himself up the outside and into the lead after a couple of tours. Waller-Barrett and Murray also managed to put Taylor behind them pretty fast, CW-B immediately getting to work whittling down Wright’s lead. When he caught him it took a few stabs up the outside before the European champ went ahead along the back straight but once in front he was gone. Wright’s gap over the closing laps dice for third between Billy Wood and Rob McDonald was enough to ensure he was still second at flag fall.

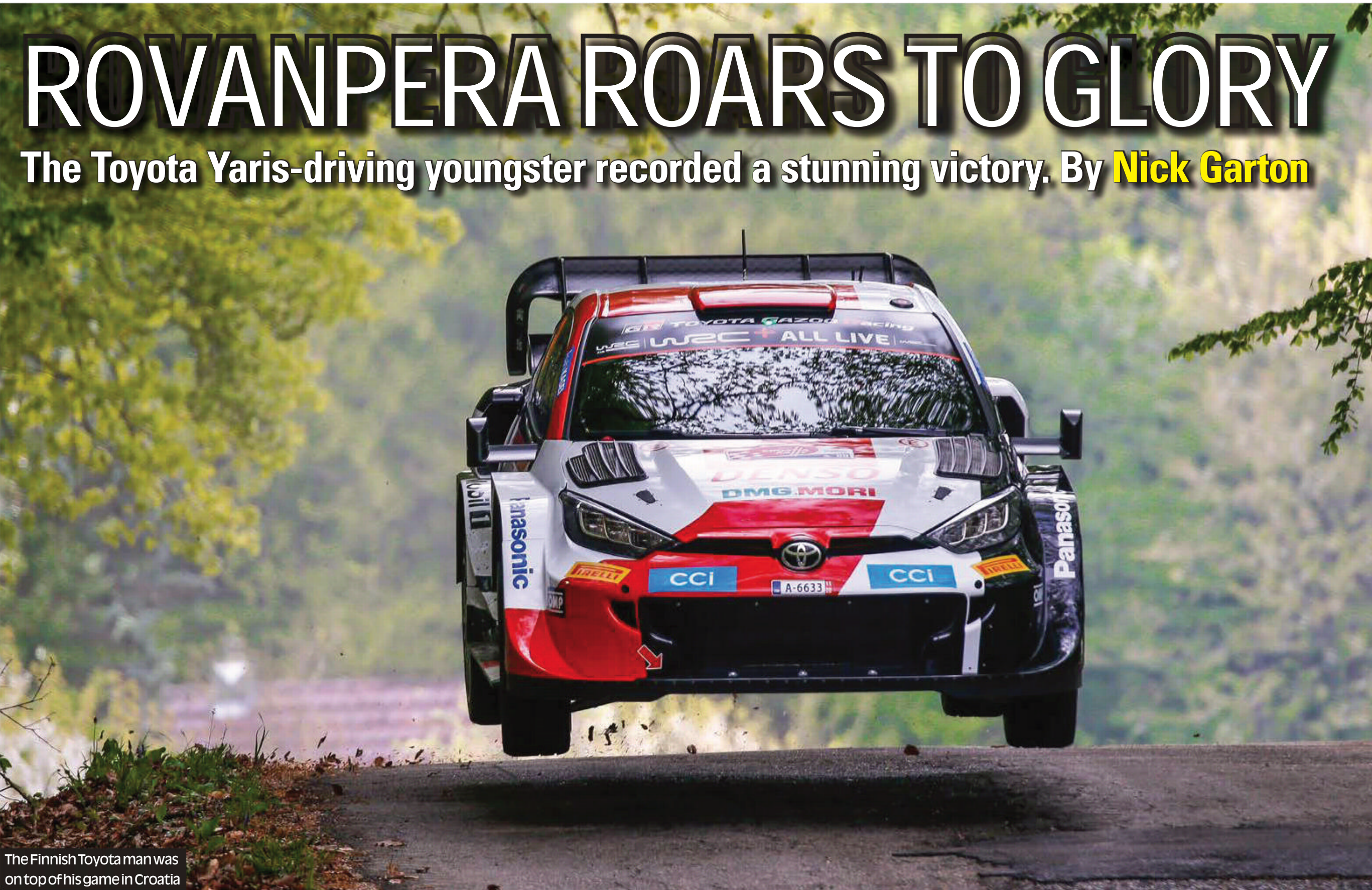
**Results** **Organiser:** Spedeworth **When:** April 18 **Where:** Foxhall International Raceway, Ipswich **Starters:** 27 **Heat one:** 1 Paul Wright (Vauxhall Tigra); 2 Gavin Murray (Vauxhall Tigra); 3 Shaun Taylor (Ford Fiesta); 4 Lewis Shelley (Vauxhall Tigra); 5 Sam Gray (Peugeot

206cc); 6 Dick Hillard (Vauxhall Tigra); 7 John Sibbald (Vauxhall Tigra); 8 Andy Lane (Ginetta G40R). **Heat two:** 1 Taylor; 2 Carl Waller-Barrett (Vauxhall Tigra); 3 Terry Hunn (Ford Fiesta); 4 Lance Bowen (Vauxhall Tigra); 5 Chris Aldridge (Vauxhall Tigra); 6 Murray; 7 Wright; 8 Chris Haird (Vauxhall Tigra). **Final:** 1 Waller-Barrett; 2

Wright; 3 Rob McDonald (Vauxhall Tigra); 4 Billy Wood (Vauxhall Tigra); 5 Murray; 6 Haird; 7 Taylor; 8 Bowen; 9 Hunn; 10 Aaron Dew (Ginetta G40R). **Points:** 1 Waller-Barrett 397; 2 Wood 380; 3 Perry Cooke (Vauxhall Tigra) 317; 4 Haird 309; 5 Wright 297; 6 Dew 294.



WRC REPORT: CROATIA RALLY



The Finnish Toyota man was on top of his game in Croatia



Rovanperä tops the points table

**T**he magnitude of what Kalle Rovanperä delivered with a brilliant victory on the World Rally Championship's second trip to the Croatia Rally, cannot be overstated.

Coming from behind on sub-optimal tyres on the final stage of the event was a moment of alchemy born from youthful bravado as much as unquestionable skill.

Rovanperä's second consecutive win of the season puts him and Toyota in a dominant position atop the drivers' and manufacturers' points – but all three podium finishers could have easily come away with the spoils.

As the first pure asphalt round of the 2022 WRC calendar, Croatia offered the challenge of around 50 different types of surface finish that the crews

RESULTS

World Rally Championship round 3/13

Event: Croatia Rally Where: Zagreb When: April 22-24

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Kalle Rovanpera/Jonne Halttunen	Toyota GR Yaris Rally1	2h48m21.5s
2	Ott Tanak/Martin Jarveoja	Hyundai i20 N Rally1	+4.3s
3	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 N Rally1	+2m21.0s
4	Craig Breen/Paul Nagle	Ford Puma Rally1	+3m07.3s
5	Elfyn Evans/Scott Martin	Toyota GR Yaris Rally1	+3m46.0s
6	Takamoto Katsuta/Aaron Johnston	Toyota GR Yaris Rally1	+8m08.5s
7	Yohan Rossel/Valentin Sarreaud	Citroen C3 Rally2	+10m01.0s
8	Kajetan Kajetanowicz/Maciej Szczepaniak	Skoda Fabia Evo Rally2	+11m01.2s
9	Emil Lindholm/Reeta Hamalainen	Skoda Fabia Evo Rally2	+11m11.9s
10	Nikolay Gryazin/Konstantin Aleksandrov	Skoda Fabia Evo Rally2	+11m48.5s

Class winners: WRC Rovanpera/Halttunen; WRC2 Rossel/Sarreaud; Junior WRC Lauri Joona/Mikael Korhonen (Ford Fiesta Rally3). WRC Drivers' Points: 1 Rovanpera 76; 2 Neuville 47; 3 Breen 30; 4 Loeb 27; 5 Tanak 27; 6 Katsuta 26; 7 Greensmith 20; 8 Ogier 19; 9 Evans 17; 10 Lappi 15.

would have to master over 20 timed stages. They would also have to do it in tricky wet-dry-wet weather.

Last year, Rovanperä arrived in Zagreb as the youngest-ever WRC points leader but went out of the rally after an unforced error just 3.5 miles after the startline, which put him on the back foot for the rest of the season.

No such trouble affected the 21-year-old this time around and he immediately banged in a stage win on Friday morning to open his account. Indeed, only his Toyota team-mate Elfyn Evans was also able to claim a stage win on the first loop.

For the Welshman it was a much-needed fillip after dropping 1m20s to a puncture on the opening test. However, another puncture on stage four left Evans trailing for the rest of the event.

Toyota's third entry – that of Esapekka

Lappi – was long gone by then. The Finn went out on the opening test after turning in to a right-hander too early and hitting a boulder beside the road. "I thought that my tyres were muddy, so I turn a bit in advance and clearly a bit too early," he rued.

The morning loop also put paid to Adrien Fourmaux's outing in M-Sport's pretty purple Puma. Just 200 yards into the third stage the Frenchman hit a patch of standing water and aquaplaned into a nearby garden, smiting the Ford against some hardware and damaging its Rally1 spaceframe enough to preclude any further involvement.

At least the suffering of Lappi and Fourmaux was fairly short. For Hyundai's Thierry Neuville, the entire weekend played out like the final scene of the movie Highlander, in which torture after torture was inflicted upon the swashbuckling hero.

The Belgian had ended the opening



Hyundai's Tanak turned the screw late on during the Croatia Rally

loop in second place, more than half a minute clear of Ott Tänak's sister Hyundai and well within striking distance of the lead. Then disaster struck.

On the road section after stage four, the Hyundai's alternator packed up and obliged Neuville and co-driver Martin Wydaeghe to jury-rig a fix at the roadside. It then died completely, requiring the crew to push their 1400kg car for half a mile to the service time control.

Wydaeghe lay gasping on the floor while being handed a 40s penalty for clocking in four minutes late. Later, it transpired that the pair had covered seven miles of the road section at an average of 96mph – incurring a 1900 Euro fine, a further one-minute penalty and two days of community service.

Thus the Belgians plummeted to fourth, with Tanak stepping up to second and Craig Breen leading the

M-Sport charge in third place. Neuville's fightback was then further blunted when his windscreen misted up completely but Tanak suffered a puncture and an intriguing battle began to play out.



Evans was left ruing punctures



Photos: mcklein-imagedatabase.com



Belgian Thierry Neuville was in the fight for the lead early on before the wheels came off his challenge



M-Sport's hopes rested with Irishman Craig Breen, who took his Ford Puma Rally1 to fourth position

Breen meanwhile talked up his chances of reaching the podium from the outset. This was despite M-Sport arriving in Zagreb with Sebastien Loeb as its highest-ranked driver, third on 27 points following his fairytale Monte win three months ago.

With no obvious answer to the pace of the Toyotas and Hyundais, Breen's confidence was admirable. Mind you, with Fourmaux gone and Gus Greensmith plagued by punctures, M-Sport needed a cheerleader on what was a difficult weekend.

Rovanpera meanwhile sailed onward to three more stage wins and ended the first day fully 1m23s ahead of Tanak.

Saturday's first stage was ended early after Oliver Solberg, on another experience-gaining appearance in the third Hyundai, gained more experience of crashing. Having flown backwards off the road into some trees, the Swede's car then caught fire and the stage was

abandoned so that the authorities could hose down the remnants. Later, stage 15 would not be attempted due to impossibly thick fog.

Only Rovanpera and Tanak had made the decision to go out with wet tyres all round and this decision paid dividends early on, but the pair were later seen hopping from puddle to mud patch as the road dried.

The morning loop contained stage wins for Evans and the restarting Lappi, but Toyota's glee was then turned to ash on stage 11, when Rovanpera saw his huge advantage almost wiped out by a puncture.

Tanak then threw everything at getting within 13s of the lead but a mighty push from Rovanpera at the end of the day saw him 20s clear with just four stages remaining on Sunday.

Estonian Tanak then threw a Hail Mary on Sunday morning, bolting on soft slicks, which seemed desperate but

paid enormous dividends on the bone dry penultimate stage when he emerged with an overall lead of 1.4s.

It all came down to the closing powerstage, which was dry in the final third but muck-strewn elsewhere. Tanak was on softs, Rovanpera a mix of hard slicks and soft wets and the early cars through the stage showed that Tanak had made the right call. Neuville, caught out by his hard/wet mix, managed to crash, land back on the road and complete the stage on two flat tyres – but still claimed third place from Breen.

Tanak went fastest but then Rovanpera simply went ballistic. A potent mix of youthful exuberance and righteous fury at potentially being denied by Tanak's tyre choice delivered a stage win by 5.7s and overall victory by 4.3s.

Amid shock and awe in the service park, Toyota team boss Jari-Matti Latvala summed up the feelings of all to perfection: "This kid is a miracle."

## ROSSEL'S HIGHLY EMOTIONAL VICTORY IN THE WRC2 CLASS

British hopes were high for Chris Ingram to make a major step forward in his WRC2 campaign on the Croatian asphalt, as the Mancunian European title winner was on fine form through the opening day.

Running as high as 10th overall, second in the category on the opening loop, Ingram's pursuit of dominant leader Yohan Rossel was ultimately derailed by Pirelli's less-than-robust rubber.

Rossel powered on to claim an emotional victory, having fluffed his first potential win of the season in Monte Carlo. The piquancy of his Croatia Rally win was added to by sharing the cockpit with his best friend, co-driver Valentin Sarreaud, while driving for a PH Sport team still grieving for one of its members who perished on the Dakar.

"After Monte, I worked very hard

with the team and this win is for them," said the tearful Frenchman.

Second place was claimed by the returning Kajetan Kajetanowicz, the Pole beating Emil Lindholm's tigering fightback drive to third after numerous issues. Lindholm demoted Russia's Nikolay Gryazin off the podium, resolving a potential quandary over whose anthem should be played for the FIA-flagged driver.

Ingram meanwhile was buoyed by the pace that he was able to show on the event, setting third-fastest time overall on the penultimate stage behind Lindholm and Ott Tanak's Rally1 Hyundai.

"It's been a really promising event for my first WRC event with Craig [co-driver Craig Drew], said Ingram. "We had three punctures but aside from that we would have been really close to the leaders."



Rossel was moved to tears after snatching the WRC2 victory

## JOONA BREAKS HIS DUCK

Finland's Lauri Joona scored his first win of the 2022 Junior WRC season, having finished second last time out on Rally Sweden to Northern Ireland's Jon Armstrong.

It was Armstrong who led from the start once again in Croatia but the Ulsterman went off the road on Friday's penultimate stage. A fuel leak on his repaired Fiesta Rally3 during Saturday added further delay, but five fastest stage times and fourth place at the finish were reward for his determination.

Joona trailed an event-long battle between 2021 Junior champion

Sami Pajari and second-placed Robert Vivres until the final morning, when Pajari went off and Vivres picked up a four-minute penalty for checking in too early before the final stage.

Also fighting back from a Friday non-finish was MN's national rally driver of the year, William Creighton, who ended up fifth.

"I am speechless," said the victorious Joona. "Unfortunately there were some problems for the other guys, but we drove sensibly all weekend and we are here with our first win."



Armstrong was on the pace but his attack came undone



# BTCC REPORT: DONINGTON PARK

## IN BRIEF

### Goff missing

Team Hard was down to three Cupra Rs at Donington Park as Jack Goff's deal to take part in the season fell apart in the lead up to the first meeting. Goff posted on his social media that there were "multiple reasons" behind his decision to step away from the team and he thanked Team Hard and its boss Tony Gilham for their seasons together. "We look ahead to new opportunities," added Goff.

### Ingram off to a flier

Excelr8 Hyundai driver Tom Ingram set the benchmark time during the opening free practice session at Donington Park and a 1m08.792s lap. The lap was 0.2s under the qualifying lap record and was more than 0.35s ahead of Motorbase Ford driver Dan Cammish. Josh Cook (BTC Racing) was the biggest casualty as he picked up significant damage to the left-hand front of his Honda Civic as he happened across a slow Aiden Moffat (Laser Tools Racing Infiniti) at the end of the session and Cook collected the tyre bale at the Roberts chicane. Sutton topped the second session from Speedworks Motorsport Toyota Corolla driver Ricky Collard.

### Hot Cammish

Dan Cammish's qualifying session was ruined on his first flying lap when a suspected fuel rail split caused his Motorbase Ford Focus to erupt in flames on the way to McLeans corner. The Leeds racer dived into the gravel trap but the blaze continued for several minutes until it could be finally extinguished. "I decided to ditch it and get out as fast as possible," he explained. "It is a scary moment watching your car go up in smoke. All that hard work just burnt away." The team was able to repair the car and he started race one from the back of the grid.

### Hill's top of the pile

Kent driver Jake Hill took his first career pole position in the 30-minute session on Saturday afternoon. The MB Motorsport BMW 330e M Sport driver set a lap quick enough for pole at the 15-minute mark, and then eclipsed that later on to line up ahead of WSR team-mate Colin Turkington. They were ahead of the Motorbase Ford Focus of Ash Sutton, with the reigning champion admitting to having been too keen to push his hybrid button on the run to the finish line of the lap, which locked him out of the extra power deployment for two seconds.

### Jack Sears honours

Team Hard Cupra R driver Bobby Thompson's race three victory in the Jack Sears Trophy, for drivers who had yet to take a podium finish before the start of the 2022 campaign, was enough to give the Essex racer a one-point advantage in the standings after the three races at Donington Park. Ciceley Motorsport's George Gamble had won the division in the opening two outings, but a drivethrough penalty for an out-of-position start in the weekend's finale in his BMW 330e M Sport restricted him to fourth place in class.



Ingram opened the new chapter



Hyundai man now tops the points table

# INGRAM SHINES AS THE BTCC SPARKS INTO LIFE

The series took a brave step and the racing was immense. By **David Addison**

**T**he British Touring Car Championship's brave new world dawned at Donington Park on Sunday. Three races, three different winners and dramas aplenty marked out the weekend as a cracking start to the season.

Tom Ingram won the opener and left as the championship leader in his Excelr8 Hyundai i30 N after a victory, while Gordon Shedden (Team Dynamics Honda Civic Type R) and Jake Hill (MB Motorsport BMW 330e M Sport) also tasted champagne.

There were plenty of hard luck stories behind them but they were matched with some feel-good topics too. One was George Gamble, Ciceley Motorsport's impressive rookie, who drove like a veteran with a race two podium as his highlight. Another was Motorbase's crew which worked wonders to allow Dan Cammish to race at all (see sidebar, left).

Yes, the new M-Sport engines and Cosworth hybrid units had their gremlins, but the doom and gloom that some were pedalling was unjustified and the quality of the racing, far from a crash-fest, was the perfect way to start the season. On this evidence, it will be a belting season.

### Race 1

Hill had secured pole position for the opener and was in confident mood but had team-mate Colin Turkington alongside in his WSR BMW 330e M Sport entry. This, said the experts, would be a BMW benefit.

Turkington made a peach of a getaway to grab the lead on the way to Redgate, with a quick-starting Ingram snatching third at Coppice. Now, the BMWs may be out of the same WSR stable but they have different entrants and Hill was determined to take the fight to Turkington.

And so he did on the second lap as the two traded the lead through Hollywood and the Craner Curves, but Hill was forced out wide at McLeans on lap two allowing Turkington up the inside. That was bad enough for Hill, but as he struggled to get back into the pack, Ash Sutton's Motorbase Performance Ford

Focus nipped by and Ingram also got a run on Turkington to claim the inside line at Coppice. He looked to have taken the lead but a hybrid-deploying Turkington kept him at bay as far as the chicane, but with Ingram on the inside line, the Hyundai was through.

Suddenly, the race was neutralised: Ricky Collard's maiden outing for Speedworks Motorsport was over as his Toyota Corolla lost drive and ground to a halt on the pitstraight. Cue safety car, but as Ollie Jackson's Motorbase Performance Ford Focus slowed, Collard's team-mate Rory Butcher piled into the back of him. Exit both Toyotas in one fell swoop.

On the restart, Ingram tried to build his lead but could never shake off Turkington who was always within a second. On some laps Turkington had Hill all over him, but then was able to edge away slightly and apply more pressure to Ingram. Once Turkington was up behind the Hyundai, Hill would close again but it was when the two BMWs were tied together that more drama came. Hill glanced the barriers on the inside of the chicane and damaged his BMW's right-front corner. That, added to damage sustained when fighting Turkington, added to his post-race woes as Hill's car failed the rideheight check. That resulted in exclusion from his third place.

That meant that Ingram secured his 20th career win in the BTCC with Turkington second and Shedden's Honda inherited third after Hill's exclusion.

Shedden drove a fine race, edging past Sutton's Ford. The Focus car lost pace late-race as it lost front-end grip and although Sutton was happy with one-lap pace, the squad needed to work on the car over a longer run.

Fifth went to Adam Morgan's Ciceley Motorsport BMW. He was delayed early on in traffic, but eventually he caught the pack ahead. On the restart, Morgan lost out to Shedden who was, "monstrous on the brakes," Shedden diving past him at the Old Hairpin. In truth, Morgan, who was the winning independent, was lucky to finish the race as he had suffered a transmission drama leaving the pitlane, when the cars are bump-started after driving down on electric power. Morgan's car suffered a breakage in the

transmission that sheared a tooth that made the ability for the internal combustion engine's components to co-exist with the hybrid impossible. That meant that Morgan's last two laps were without hybrid at all but so would be the rest of his day, as Xtrac didn't have spares to help the Accrington-based team.

Behind Morgan was Gamble, who looked hugely impressive as he took points on his maiden BTCC outing.

For Ingram, it was the perfect result, especially as the car had been a struggle in 2021 with success ballast. Now, the weight of the battery is permanent, but the car coped with it impressively.

"It was a strong race," said Ingram. "I couldn't relax because I could see Colin and then Jake behind me, so I was always checking my mirrors. We earn our money in these cars because you have to think. It's an extra dynamic."

### Race 2

A WSR BMW in strife is relatively uncommon. One in trouble on the green flag lap is even more of a rarity and it would be local driver Stephen Jelley who suffered the ignominy, his car shedding its propshaft as the green flag lap concluded.

Dick Bennetts barely had time to compute the drama before the team suffered another. As the lights went out, Turkington's car suffered a burst clutch line and went nowhere. The pack swerved around him and eventually the four-time title winner set off, but he was the best part of half a lap behind the leader, Ingram.

A demon start from Gamble allowed him to run around the outside of the traffic at Redgate and grab second but it wasn't long before Shedden was on the move and moved ahead of Gamble at Redgate on lap three.

He charged after Ingram for the lead, the race now providing a chance to see how the handicapping through hybrid deployment would work. Ingram had six laps to use the 15 seconds allowed whereas Shedden had nine laps in which to use it. Flash powered on to the tail of the Excelr8-run car and on lap 10 finally made his move. As Ingram's car stepped out over the kerb, the fraction of momentum lost, plus Shedden's deployment of hybrid, allowed him to go around the outside at Schwantz

Curve to assume the lead. Ingram sat on the tail of Shedden to the flag, just 0.197s separating the pair. "That was fantastic," opined Shedden. "The car felt fantastic but it was the first time we had raced with the hybrid so it was difficult knowing when Tom was using it and how much he had used. You didn't know what each other was doing."

Ingram's second place was another useful bagful of points, but the star of the race was Gamble, who maintained third place once Shedden had steamed by.

"I didn't think it could get any better than race one [sixth], but this is brilliant," Gamble said. "I got a good start and had Adam [Morgan] behind me so that protected me. I can't believe I've got a podium." Third overall, Gamble was also the winning independent driver.

Morgan's fourth place was a remarkable one, given that he didn't have any hybrid deployment available, whereas he should have had 11 laps' worth. "I was lucky," Morgan said, "because I had a big gap over those behind but it certainly won't be easy in race three. The car feels really good, though, really solid."

Indeed, as WSR struggled, underdog Ciceley became the BMW flag bearer in race two.

Fifth came Josh Cook's BTC Racing Honda Civic which finally seemed to have turned a corner after a Saturday from hell. A down-on-power engine (changed overnight for Saturday), brake issues and damage in free practice one when he clipped the barriers that caught out Hill in race one all added up to a day to forget, but Sunday looked brighter. The pace wasn't what Cook wanted but the hybrid deployment over 14 laps helped him to move up from eighth on the grid.

"The car just doesn't have the speed on the straights," said Cook, who was relieved at least that he had taken steps forward.

One of those steps was to vault past his mate Sutton as the pair dived into the Old Hairpin, Sutton's Ford suffering again from the front-end grip ebbing away. It made the car difficult to drive once more, but Sutton, who knows how to win championships, persevered to bank points.

An impressive seventh was the Cupra Leon of Bobby Thompson, the Team



Photos: Jakob Ebrey

Hard car proving it had the pace to run at the front, while Dan Lloyd’s Excelr8 Hyundai took eighth place.

Ninth, from 28th on the grid was Hill who upheld WSR honour by blitzing through the field in his self-named “rocket ship”, and better was to come on the reversed-grid draw moments after the chequered flag.

Race 3

Hill ended the day where he had started it, on pole position, but this time he nailed the start beautifully. He had 14 laps of hybrid deployment at his disposal and used it perfectly to build the lead, initially over Lloyd’s Hyundai before Sutton wriggled past at the Old Hairpin on lap three.

Once in second, Sutton tried to close on Hill but the gap was a little elasticated, as Hill would stretch it by use of the hybrid. It was always Hill’s race as he turned in a dominant drive, the BMW looking mighty throughout.

“It is a credit to the team,” said Hill, “because the car was flying. It’s been an up and down day but we have proved we can challenge for the title.”

As Sutton secured second, there were positives for the reigning champion. “The car isn’t where we want it but we now have useful data. We know the car is good over a single lap but we now need it to be good over the full race.”

Third was Cook, who thoroughly deserved a podium result for his dogged pursuit of Lloyd. “That was widest car I’ve ever come across,” reckoned Cook. “Eventually he locked up at Redgate and went wide and that gave me the chance on the inside for Hollywood and once I was alongside he couldn’t close the door on me.” It was a welcome result for the team that looked somewhat beleaguered on Saturday evening and while steps still need to be taken, it was a more positive camp on Sunday evening than it had been.

Lloyd secured fourth after spending most of his race as the cork in the bottle. The Hyundai may have been wide as Cook attested, but it wasn’t the fastest car and that allowed a real bottleneck to develop behind. As the line grew longer, so Ingram joined the gang and made a bold dive at Redgate to move ahead of Butcher which allowed Ingram to bag fifth and leave Donington as the championship leader, not only highlighting the steps that Excler8 has made but also the veracity of its decision to commission Swindon to build its new engine. More than one M-Sport team looked on enviously...

Amazingly, with no hybrid to use at all, Morgan secured sixth, losing out to Ingram late race, but Morgan was chuffed with the day, especially as he had needed to perform on pure pace.

“We’ve worked hard on the car over the winter and it feels really good, really solid,” said Morgan. “We have had good pace, no damage and there is a real buzz in the team. It’s been a good weekend.”

Butcher was seventh while Turkington turned around his race-two clutch dramas with 14th in race two and then eighth in the third race from Shedden and Thompson. Gamble, so impressive in race two, copped a drivethrough for a false start.

Oh, and spare a thought for Cammish whose weekend looked like a horror movie on Saturday. Like Sutton, he struggled with the front end losing its edge over a race distance and 13th was his sole points-scoring result in race three. It could, should, have been so much more.

For Ingram, it was an ideal start to the season. Data. Tick. A win. Tick. Three good scores. Tick. On such weekends championships are built and with others eager to improve on a frustrating weekend, he will face tougher competition at Brands Hatch. A classic season looks to be on the cards.



Shedden pounced for victory in the second race of the afternoon



Champion Sutton (ahead) suffered with handling problems

SUPPORT RACES

First-time winners were the theme among the British Touring Car support categories at Donington Park as a host of new faces starred.

One of the most disbelieving of those victors was Adam Smalley in the Porsche Carrera Cup GB. The new Porsche GB Junior triumphed in race one after long-time leader Gus Burton – who forced Kiern Jewiss off on the opening tour – suffered with a slow puncture and skated straight on at the chicane. “It’s a dream come true,” said Smalley. Burton also lost out to Theo Edgerton and Matthew Graham in the closing stages but fourth place left him on pole for the partially reversed-grid second contest. However, there was to be more misery for Burton. He was jumped by Graham at the start, the Redline driver making a blistering getaway and then romping clear. Burton had just lost out to Edgerton when he struck the chicane’s tyre stack and his race was over. Edgerton and Jewiss – who stormed from 14th – completed the podium.

Some of the best racing came in Ginetta Junior with second-year drivers Josh Rowledge, Harri Reynolds and Joe Warhurst in the thick of the

action. Rowledge – the Winter Series champion, who had yet to triumph in the main series – won the opener, having resisted the efforts of Sonny Smith. Reynolds then took a maiden win in a thrilling race two after a brilliant battle with Rowledge, before doubling up later.

Sam Weller narrowly missed out on claiming a first Mini Challenge win last season but he bagged two in Leicestershire. He profited from a puncture for Lewis Brown in the opener and then led throughout race two. Ronan Pearson was another new winner in the finale.

Alex Dunne was the star of British Formula 4, bagging two wins and a second place after agreeing a late deal to join the series. Georgi Dimitrov won race two, in which Dunne gained three places in a dramatic final two laps.

There was also a new winner in the Ginetta GT5 Challenge, courtesy of Will Orton in race one. On a stop-start weekend, Will Jenkins and Connor Grady took the other spoils.

Stephen Lickorish

RACE WINNERS		
■ <b>Porsche Carrera Cup GB</b> <b>Race 1:</b> Adam Smalley (Redline Racing); <b>Race 2:</b> Matthew Graham (Redline Racing)	■ <b>Mini Challenge</b> <b>Races 1 &amp; 2:</b> Sam Weller (Hybrid Tune)	■ <b>Ginetta GT5 Challenge</b> <b>Race 1:</b> Will Orton (Race Car Consultants); <b>Race 2:</b> Will Jenkins (Elite Motorsport); <b>Race 3:</b> Connor Grady (Xentek Motorsport)
■ <b>Ginetta Junior</b> <b>Race 1:</b> Josh Rowledge (R Racing); <b>Races 2 &amp; 3:</b> Harri Reynolds (Assetto Motorsport)	■ <b>British Formula 4</b> <b>Races 1 &amp; 3:</b> Alex Dunne (Hitech GP); <b>Race 2:</b> Georgi Dimitrov (JHR Developments)	



Rowledge took the Ginetta Junior opener under big pressure



Jake Hill was finally rewarded with a victory in the final outing

RESULTS

BTCC

Round 1

Laps: 19 Track: warm and dry

	DRIVER	TEAM/CAR	TIME
1	Tom Ingram	Excelr8 Motorsport Hyundai i30 N	24m40.599s
2	Colin Turkington	WSR BMW 330e M Sport	+0.659s
3	Gordon Shedden	Team Dynamics Honda Civic Type R	+4.122s
4	Ash Sutton	Motorbase Performance Ford Focus ST	+5.067s
5	Adam Morgan	Ciceley Motorsport BMW 330e M Sport	+5.466s
6	George Gamble	Ciceley Motorsport BMW 330e M Sport	+7.173s
7	Stephen Jelley	WSR BMW 330e M Sport	+7.477s
8	Josh Cook	BTC Racing Honda Civic Type R	+13.266s
9	Daniel Rowbottom	Team Dynamics Honda Civic Type R	+14.668s
10	Tom Chilton	Excelr8 Motorsport Hyundai i30 N	+16.553s

11 Dan Lloyd (Excelr8 Motorsport Hyundai i30 N) +17.067s; 12 Bobby Thompson (Team Hard Cupra R) +21.532s\*; 13 Aron Taylor-Smith (Team Hard Cupra R) +21.554s; 14 Michael Crees (Power Maxed Racing Vauxhall Astra) +21.689s; 15 Aiden Moffat (Laser Tools Racing Infiniti Q50) +23.967s; 16 Dan Cammish (Motorbase Performance Ford Focus ST) +23.969s; 17 Dexter Patterson (Laser Tools Racing Infiniti Q50) +24.774s; 18 Ash Hand (Power Maxed Racing Vauxhall Astra) +25.482s; 19 Nic Hamilton (Team Hard Cupra R) +36.505s; 20 Jason Plato (BTC Racing Honda Civic Type R) +49.372s; 21 Rick Parfitt (Team Hard Infiniti Q50) +57.207s; 12 Jade Edwards (BTC Racing Honda Civic Type R) +31.250s\*; 23 Sam Osborne (Motorbase Performance Ford Focus ST) +1m00.860s; R Jack Butel (Excelr8 Motorsport Hyundai i30 N) 15 laps/engine cut out; R Ollie Jackson (Motorbase Performance Ford Focus ST) 7 laps/electrical; R Rory Butcher (Speedworks Motorsport Toyota Corolla) 3 laps/damage-boost pipe; R Ricky Collard (Speedworks Motorsport Toyota Corolla) 1 lap/failed crossshaft; DQ Jake Hill (IMB Motorsport BMW 330e M Sport) failed rideheight. **Pole position:** Hill 1m08.418s (104.13mph). **Winner's average speed:** 91.33mph. **Fastest lap:** Ingram 1m09.440s (102.60mph). **Lap leaders:** Turkington 1; Ingram 2-19. \* = five-second penalty for out-of-position start; \*\* = three-place penalty for contact

Round 2: 16 laps Track: dry

	DRIVER	TIME
1	Shedden (4)	18m42.545s
2	Ingram (1)	+0.197s
3	Gamble (7)	+2.250s
4	Morgan (6)	+3.230s
5	Cook (9)	+5.712s
6	Sutton (5)	+7.362s
7	Thompson	+7.832s
8	Lloyd	+7.988s
9	Hill (3)	+10.230s
10	Butcher	+14.089s

11 Taylor-Smith +16.632s; 12 Rowbottom (10) +17.079s; 13 Plato +18.368s; 14 Turkington (2) +18.440s; 15 Crees +20.749s; 16 Moffat +22.069s; 17 Hand +23.567s; 18 Patterson +26.830s; 19 Edwards +27.727s; 20 Osborne +59.648s; 21 Cammish -1 lap; 22 Chilton -2 laps; 23 Hamilton -2 laps; R Collard 8 laps/accident damage - overheating; R Jackson 8 laps/electrical; R Butel 4 laps/engine cut out; NS Parfitt rear bearing; NS Jelley (8) propshaft. **Winner's average speed:** 101.42mph. **Fastest lap:** Shedden 1m09.214s (102.93mph). **Lap leaders:** Ingram 1-9; Shedden 10-16.

Round 3: 16 laps Track: dry

	DRIVER	TIME
1	Hill (9)	18m41.379s
2	Sutton (6)	+2.148s
3	Cook (5)	+9.261s
4	Lloyd (8)	+9.878s
5	Ingram (2)	+10.104s
6	Morgan (4)	+10.466s
7	Butcher (10)	+11.045s
8	Turkington	+11.247s
9	Shedden (1)	+12.314s
10	Thompson (7)	+14.651s

11 Taylor-Smith +20.502s; 12 Plato +20.988s; 13 Cammish +21.233s; 14 Jelley +22.330s; 15 Collard +23.525s; 16 Crees +26.255s; 17 Osborne +26.431s; 18 Patterson +27.474s; 19 Jackson +33.398s; 20 Gamble (3) +34.042s; 21 Butel +34.372s; 22 Edwards +35.111s; 23 Hand +35.119s; 24 Hamilton +44.729s; 25 Parfitt -1 lap; 26 Moffat -1 lap; R Chilton 3 laps/accident damage; R Rowbottom 0 laps/throttle sensor. **Winner's average speed:** 101.53mph. **Fastest lap:** Hill 1m09.211s (102.94mph). **Lap leaders:** Hill 1-16.

Laps without hybrid: (1) = 10 laps; (2) = 9 laps; (3) = 8 laps; (4) = 7 laps; (5) = 6 laps; (6) = 5 laps; (7) = 4 laps; (8) = 3 laps; (9) = 2 laps; (10) = 1 lap; All others have full usage

Drivers standings

POS	DRIVER	POINTS
1	Tom Ingram	51
2	Gordon Shedden	44
3	Ash Sutton	40
4	Josh Cook	34
5	Adam Morgan	34
6	Jake Hill	30
7	Colin Turkington	28
8	Dan Lloyd	26
9	George Gamble	25
10	Bobby Thompson	19

11 Rory Butcher 15; 12 Aron Smith 13; 13 Stephen Jelley 11; 14 Dan Rowbottom 11

Independents Trophy

POS	DRIVER	POINTS
1	Adam Morgan	54
2	Josh Cook	50
3	George Gamble	45
4	Bobby Thompson	41
5	Aron Taylor-Smith	35
6	Michael Crees	29
7	Jason Plato	26
8	Dexter Patterson	23
9	Aiden Moffat	20
10	Ash Hand	20

11 Jade Edwards 15; 12 Nic Hamilton 15; 13 Rick Parfitt 8.



## FEATURE

# STEFAN JOHANSSON

## ART IMITATING LIFE

**Andy Hallbery** put the questions to a popular Swede who came oh-so-close to F1 glory



The piercing gaze of Stefan Johansson

**S**tefan Johansson has achieved much over the years, from arriving penniless in London, to scoring grand prix podiums for McLaren and Ferrari, and being frustratingly close to winning in Formula 1. He's also driven for a couple of teams that possibly shouldn't have been on the grid in the first place, but at no point did he give up.

He is an outright winner of the Le Mans 24 Hours, and many other sportscar events. Each drive he had he attacked with the same ambition and determination, that has carried on into his life since. He's been a team owner in America, has managed many drivers since 1997. Once such is six-time IndyCar champion, Scott Dixon, a relationship that started before some of Dixon's current rivals were even born and continues to this day.

The Swede, now residing in California, has also built a fast-growing reputation as an artist, with exhibitions around the world scheduled for this year, all tackled with the same focus, passion and smile as he did his racing career. There's a lot to cover, but we tried. Thanks to the MN readers for the questions.

**Question: Were you influenced in your youth by Ronnie Peterson and Gunnar Nilsson? Is that what made you start racing, or come to England even?**

**Dave Woods**

**Via email**

**Stefan Johansson:** "I was certainly influenced by them, no question about it. Ronnie in particular was definitely the big hero in Sweden and for myself, because I was doing karting when he won the Monaco Formula 3 race. It was inspiring at the time, for sure. But the biggest push for me was really my dad more than anything."

"I think in the early years, had he not been pushing as hard as he did, I would've probably been focusing more on ice hockey than I was on racing, because I was reasonably good at ice hockey and that took up a lot of my time around then. I was doing the go-kart and ice hockey at the same time. When I turned 18, I started racing bigger cars. And then I moved to the UK when I was 20 and tried to make a career out of it. Luckily that went reasonably well and somehow made it work in the end."

**MN:** You arrived in England with next-to-no money. So much so you famously spent two years sleeping mostly in your car in West London outside a house in Buller Road well-known for being a broke racing driver refuge, owned by then racing journalists Ian Phillips and home to Chris Witty both of whom were key players in looking after Gunnar Nilsson when cancer struck...

**SJ:** "... Weirdly enough, I was just talking to Chris this morning. Yeah, the first two years in England were pretty formative years, that's for sure."

It's no lie. I did sleep in my own car more than I slept in the bed in total both those years! And there were days where I had to choose whether to eat or fill up the car to get to the next race.

"You're young and you're clueless and it's all good. It's a big adventure, and I was living the dream of being a Formula 1 driver one day. I felt at the time it was a sacrifice worth making."

**MN:** And pretty sociable!

**SJ:** "Yes. It's funny the pub in Notting Hill, the Windsor Castle, on Thursday nights, we'd go up there and it's full of people like Max Mosley, Ronnie, Gunnar, Eddie Jordan, Danny Sullivan – even Bernie once or twice. I mean, it was like the who's who of motorsport all just hanging out having a beer and a good laugh. It was crazy."

**Question: In your career you've driven many cars in different categories. If you were to put your helmet back on and choose just one, which car would it be, and which circuit would you take it to?**

**Martin Swann**

**Via email**

**SJ:** "It would have to be one of the turbo cars, the unrestricted turbos, so probably the '85 Ferrari, although it wasn't necessarily the easiest or most pleasant car to drive. It was such a beast with full boost. And it would probably have to be Monaco because it was so insanely crazy with all that power. There was literally wheelspin in every gear, even in qualifying with one-lap qualifiers – it was just so out of control! I remember when I came in after the last qualifying run, with the boost cranked up. I think we had 1600 horsepower for a one lap run! And my engineer leans into the cockpit and goes 'Yeah, how is the car?' And I was just like 'You've got to be joking...' The whole lap was just a blur, because you're literally hanging on, trying to just keep it going in a straight line, you know? Handling didn't even come into the equation. You just got it into the corner plant it and hope for the best..."

**MN:** That actually leads to a question we were going to ask later, but I'll bring it up now because you've chosen it as your car and race. How many times do you think you've signed that world-famous photo of you by Rainer Schlegelmilch from Monaco in '85?

**SJ:** "That's such a great picture. Rainer and I met up actually at the

**"The 1985 Ferrari could be turned up to 1600bhp"**

**Stefan Johansson**





airport in Brussels years and years later. I don't know how many prints he had, but I signed all those... Then he gave me 30 for my own use. It's great picture, one the best in motorsport ever, I think."

**Question:** *I'm curious: What was the best piece of advice Ken Tyrrell gave you?*

**Ian Oldsman**  
Via email

**SJ:** "Ken gave me a lot of good advice. For a young driver, I don't think there was ever, ever a better team owner than Ken. The wealth of knowledge he had from all the great drivers he'd had over the years. It was just little stuff, but stuff that sort of really made a big difference in the end. Honestly... there's nothing that jumps out more than that he was really good at just being like a father figure.

"If you were willing to listen to him, if you'd put your ego aside and just sort of let him point out a few things here and there, it was really, really helpful. Maybe I didn't appreciate it so much at the time, but when you look at it in the bigger picture, it was valuable stuff."

**Question:** *Was the Onyx as nice to drive as it looked?*

**Hugh Wilson**  
Via email

**SJ:** "Yes. The Onyx was a really great car. It was a shame it came together so late and we had all these reliability issues in the beginning, then having to pre-qualify as well. But we still managed to finish top 10 in the championship and get on the podium, which considering the size of the team and everything else is amazing. It was a great car and a really great team, so many good people."

**Question:** *What was Mike Earle [Onyx boss] like to work with?*

**Matt James**  
Editor, Motorsport News  
**SJ:** "Mike was great. It was a tight group

with Mike. Obviously, Alan Jenkins was very instrumental in the whole thing. He was really the key guy in terms of the car and a lot of the technical guys. It really was a great team effort, with just a bunch of mates getting together and trying to make this thing happen."

**Question:** *You were team-mates with both Alain Prost and Ayrton Senna among many others over your career. Which of any of your team-mates, not just those two, did you enjoy working with most?*

**Michelle Evans**  
Via email

**SJ:** "Weirdly, I actually enjoyed working with most of them in different ways. Everybody had their personality and their quirks. If you add up everything at the end of the day in terms of how it also benefited myself, I think Alain was the number one guy. I learned more from him in one year than I probably did in my whole career. He was on a whole different level than everybody else.

"It was the way he operated around the car, and his whole methodology of managing the car over the race weekend, the way he was reading the car, and the way he explained how he was reading the car to the engineers was definitely a big lesson for me. And I think, frankly, when Ayrton joined the team [McLaren], he suddenly realised like, 'wow, this is a different level.' Of course, I think he elevated his game massively by being around Prost also. I rate Prost extremely high in the terms of the best drivers in history. He was exceptional.

"Then when you finished working, you'd go to dinner and relax, and he was an extremely fun guy to be around. Not many people know that, but we had a really great year together."

**MN:** Would you say that's your most enjoyable year in racing?

**SJ:** "Well, no, I don't know if it necessarily was in the overall picture, continued on page 22



Tackling the Race of Champions at Brands Hatch in a Spirit at the start of the Honda Formula 1 project



Uncle Ken time: Johansson grabbed any opportunities, including a drive with Tyrrell in 1984-1985



## FEATURE



The famous picture of Johansson at Monaco

because if you add up all the different aspects, it was a tough year because the car wasn't that good. In fact, it was probably one of the worst cars McLaren had had in a long time. Prost only finished fourth in the championship, and I was sixth, so it certainly wasn't one of the better years. We had a lot of reliability issues with the engine and this and that, but from a human aspect, it was certainly one of the more enjoyable."

**Question: I've been reading old reports of the '83 Race of Champions with you and the Spirit-Honda debuting. How much frustration was there that you never had the chance to show what the Honda could do before they went to Williams for the next year?**

**Sean Kelly, F1 Statman**  
**Via email**

**SJ:** "That was obviously a big disappointment that they went to Williams, because I thought I had finally made it into Formula 1, and it was all looking good. Then all of a sudden I was there with no drive again. They helped me get a drive in Japan in Formula 2, just to keep me going and I ended up driving anything I could get my hands on. I think I did 38 races that year in '84. Japanese F2, sportscars, then Group C in Europe. I ended up doing the last few races

in F1 with Tyrrell and then Toleman.

"Every single weekend I was in a different continent. I was literally flying all over the world every week from one race to the next, just racing. I think that's the best thing you can do. As a driver you get dialled in so fast in different cars because you're just so used to driving and driving different things – your feel and sensibilities are so in tune.

"Ken Tyrrell called me to replace Martin Brundle. I qualified ahead of Stefan Bellof in two of the three races and outraced him, and he was supposed to be the next big thing since sliced bread... It just felt so natural. You could just jump into anything and be quick right away."

**Question: When you joined McLaren for 1987, did you feel fully recognised within the team? Or was there a feeling it was only ever going to be one year while they waited for Senna, and ironically Honda engines as well?**

**Sean Kelly, F1 Statman**  
**Via email**

**SJ:** "Yes. I kind of knew Ron [Dennis] was gunning for Senna already, but I felt at the time it was still a better option to go that route, and the fact that they were World champions when I joined them. All I wanted obviously was to be a

World champion, so I felt it was worth taking that risk. It was a struggle at the time with Ferrari with the team, so I felt it was the right decision to move to McLaren."

**MN:** And working back with Ron again as well from your Formula 3 days at Project 4?

**SJ:** "Yes. I had a good feeling with Ron. We worked together and won the British F3 title, and I was always in contact with him – even between races. We sometimes went on trips. At the time I just followed my heart and that's what felt right at the time."

**Question: You finished second in four grands prix. Which was the one win that got away from you, or the closest that you came to winning?**

**Stuart Denning**

**Via email**

**SJ:** "I should have won Canada in '85. I had to stay behind [Ferrari team-mate] Michele Alboreto – team orders. At the time I didn't make a big fuss about it, but I could have easily passed him. I caught him and was a second a lap quicker with at least 15 laps to go and I sat there because I figured 'there'll be plenty more [chances to win]'...

"And then Imola the same year which I didn't finish when I ran out of fuel while



Learning lessons from Alain Prost was a real insight at McLaren



Johansson turned heads with a podium finish for Onyx in Estoril '89

I was leading. What had happened was there was a crack in the inlet manifold, so it was sucking in more air, and then the mixture compensated for that, so it was pushing more fuel in to have the same mixture. If I ever drove a perfect race, that was definitely it because I was following the data number we had on the dash, and I was always a little bit below it to make sure there was enough. The car was so good also in practice, in qualifying.

"In qualifying they'd forgotten to tighten up the floor so the whole thing came loose, the car was all over the place. I only qualified 15th, but I was quickest in the free practice before, and then I was quickest again in the Sunday warm-up, so I knew the car was really fast. I stayed at my pace, patient the whole time. With the lap times I was doing, I knew I was going to get to the front with about 10 laps to go, and I did. I never pushed harder than I needed to the whole race. Then the damn thing ran out of fuel with a lap to go.

"There were many of those. Again in Detroit, I finished second behind Keke [Rosberg] but my brake rotor blew up with two laps to go. So I had no brakes, I had to just use engine braking for those final laps. Then Keke had a problem with his engine so he couldn't go fast either. Had I had normal brakes, I would've passed him easily and won that one, too. So that year '85, I could have won three races on the chart, which obviously would've changed everything dramatically."

**MN:** And at Detroit you need brakes!

**SJ:** "Yeah. It helps you definitely around there..."

**MN:** Some background. In 1997 Johansson set up an Indy Lights team. In 1999 one of his drivers was New Zealand youngster Scott Dixon. The Swede remains Dixon's manager to this day, 23 years on.

**Question: What was your first thought**

**when you met Scotty and the most embarrassing story that you were both involved in? (I know there are a few!)**

**Traci Dixon Burke**  
**(Scott Dixon's sister)**

**Via Facebook**

**SJ:** "Hahahahaha! Well, I mean, he was this chubby little kid! He was 16 or 17 when he turned out for this test with us... It didn't take long to change my mind, I have to say. We walked out on the track and had a look, and you could tell, OK, this guy is definitely a bit special. I was mega impressed from the very first moment, really. He's no different today, really, his quiet confidence. He doesn't say a single word more than he needs to, but you can feel that he knows exactly where he's at. I remember that first day, he wasn't really on the pace. I asked him 'how does it feel, and what you think?'

"He simply answered in his own way, [Stefan adopts Kiwi accent] 'Yeah, I'll be alright tomorrow mate.' He went out the next day and just killed everybody. Fastest. So yeah, he's no different than today, really!"

**MN:** I should imagine by now he doesn't need much managing?

**SJ:** "No. He's great to work with because he's so good at what he does. There's nothing I can contribute in terms of his driving and all that. But there's always things I can be there for. I think the good thing from a management perspective, from my point of view, is that I'm a colleague in terms of... if he wants to blow off some steam and is frustrated about something, I know what he's talking about and there's a good chance I've been in that situation at some point too."

**MN:** Who else do you look after now besides Scott?

**SJ:** "Felix Rosenqvist in IndyCar, and then I got a few younger guys. One is a young Swedish lad, Rasmus Lindh, who's been trying to do Indy Lights, but he's doing LMP3 at the moment just to keep him busy driving."

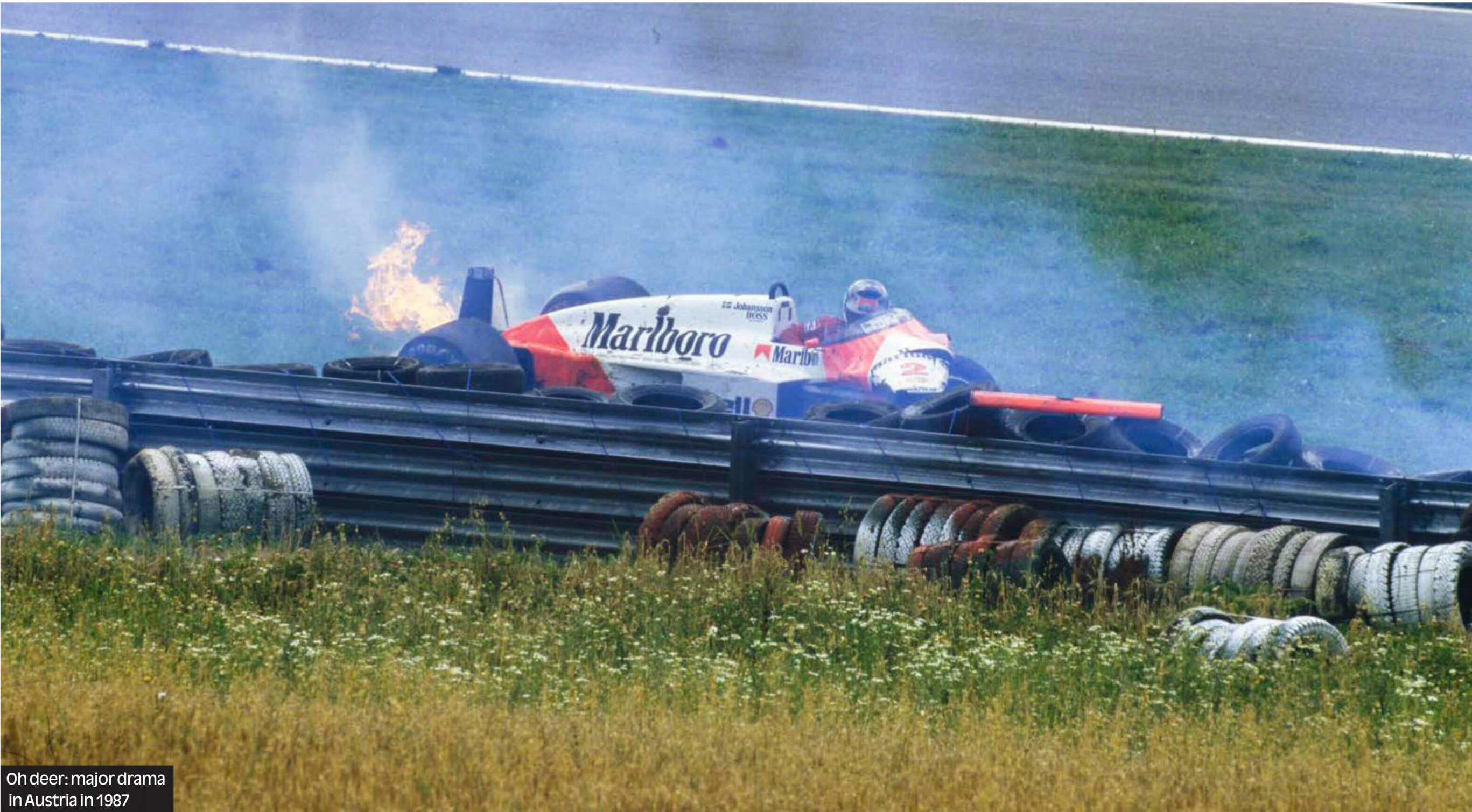
**"I joined McLaren when it had one of its worst cars"**

**Stefan Johansson**



With the greats: Johansson was team-mates to Prost and Senna





Oh deer: major drama in Austria in 1987

**Question:** *How close was Scott Dixon to the Williams F1 deal after those tests at Paul Ricard and Barcelona in 2004?*  
**Clive Briggs**

**Via email**  
**SJ:** “I think we were pretty close, but it really got killed by BMW in the end because they didn’t want to take the risk of running a rookie, and that’s where it all came to a halt.”  
**MN:** Is management a big kick for you? Do you enjoy it?  
**SJ:** “I do, yes. Absolutely. I get more nervous standing by the pitwall than I do when I was in the car myself, which is probably not unusual. But yes, it certainly gets the juices flowing the same way as when I was driving.”

**Question:** *You still spend a lot of time in Indianapolis. Did you enjoy racing there yourself?*

**Jerry Edison**  
**Via email**  
**SJ:** “Indy is a strange one. Let’s say it’s the easiest and the most difficult race ever, because if the car is dialled in and it’s comfortable, it’s a lot of fun. But if the car is not hooked up and you’re struggling, it’s absolute bloody torture.”  
“One year, they installed my engine and as they torqued it, one of the bushing mounts was twisted. I don’t know how it happened. After the first lap in the race, it suddenly clicked into position. And of course now there was probably a millimetre gap or so between the engine and chassis.... So the whole back end from the engine mount backwards was moving! The car was literally all over the place... And I had to, of course, do 500 miles with that. It was an absolute nightmare.”  
“But generally speaking, Indy does bring out the best and the worst in everybody that’s there. It’s a mighty event. Oval racing in general, I think, is a lot of fun because it’s just hard racing and there’s always action from the first lap to the last. You’re never on your own,

you’re always fighting with someone, whether someone’s catching you or you’re catching someone, you are in the middle of a pack, there’s just incredibly good racing.”

**Question:** *You had a very successful sportscar career. Did you enjoy the night racing part of it? Or just the being a part of a team?*

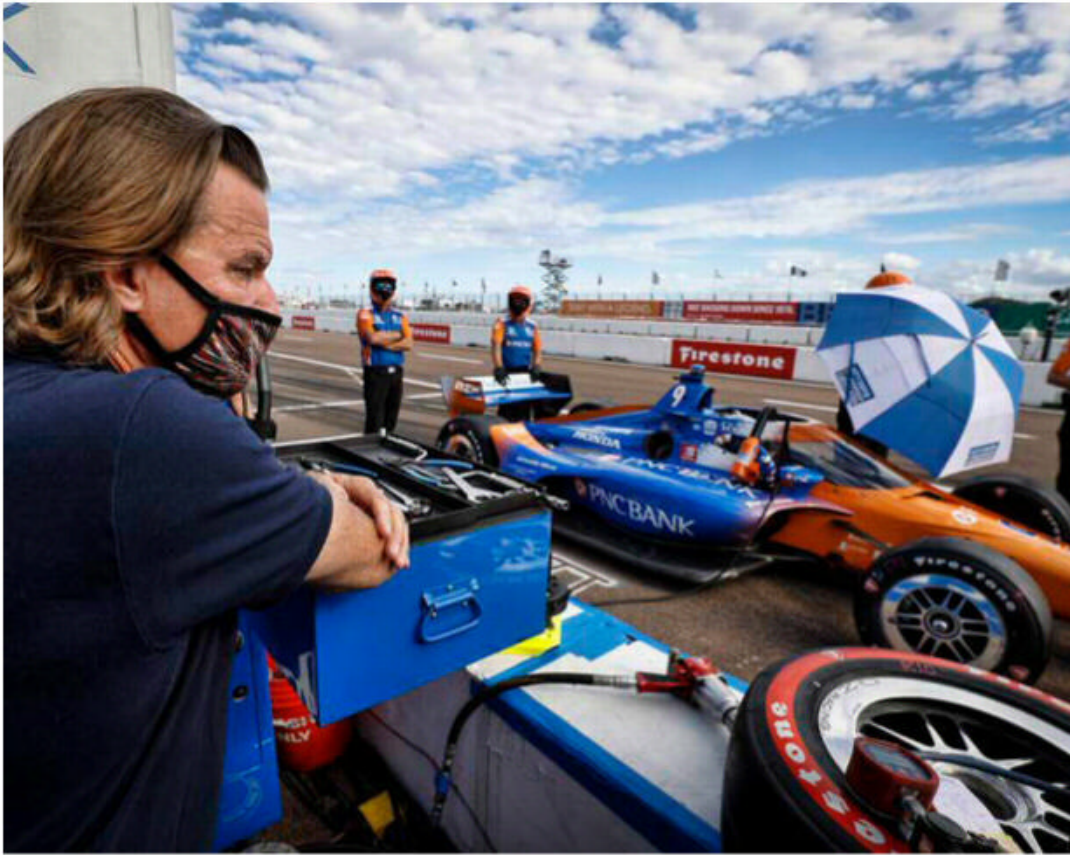
**Gareth James**  
**Via email**  
**SJ:** “It was all of that really. The night racing was very interesting of course. But now it’s gotten... well, the lights are so strong that it’s literally like driving during daylight. There’s no difference. It’s crazy how strong they are now. They weren’t so strong when we started... The first years I did Le Mans in ’83 and ’84, it was a totally different story.”  
“It’s quite different with the whole concept of endurance racing. You’re three drivers, first of all, so you’re sharing the car with others, and you’ve always got to think of that. But I like the aspect of the team effort and you have got to put your ego aside and look at the bigger picture. If you don’t, it’s tough to be successful in sportscar racing. It can’t be just about you all the time. You have to compromise a little bit with the set-up, maybe compromise a little bit with the seat fitting, all the little things. But in the end, it’s unbelievably gratifying, even if you only *finish* at Le Mans, for example. If you win of course, it’s about as good as it gets.”  
**MN:** Along those lines, what did you make of Tom Kristensen when he joined for Joest in ’97 for Le Mans? Could you tell he was going to be such a great at Le Mans?  
**SJ:** “It was hard to say then, but he did a terrific job with us. The line-up we had was almost perfect. Tom, obviously, he’s just this consummate professional. He just got on with a job and didn’t put a foot wrong the whole time. We all just kind of had a plan. We stayed with the

plan the whole race and it just worked out, and we won.”  
“Michele [Alboreto] knew the car really well. He’d raced with it a couple of years already so he did the qualifying and everything. Like Tom I hadn’t driven the car either before that. I was sort of weirdly semi-retired that year. I stopped racing IndyCar the year before, and I got called up to do Sebring last minute, so I went down and did that, and we ended up winning. Reinhold Joest happened to be there, Reinhold, who I drove for back in ’83 and ’84, and he said, ‘Oh, would you like to come and do Le Mans with us this year?’ And I said, ‘Yeah. I’m not doing much anyway. I don’t have a full-time drive, so why not?’ So I went, did Le Mans, and won that too.”  
“I wish we would’ve done Daytona the same year. I could have won all three in the same year. I don’t know if anyone ever did that?”  
“I did one more race with Reinhold that year at Donington and we won that, too. So I only did three races and won all three. That was pretty good year in terms of statistics.”

**Question:** *How good was the Sauber Mercedes C9 you shared with Mauro Baldi?*  
**Jack Crowther**

**Via email**  
**SJ:** “That was a great car, too. It was a fantastic car actually, yeah. The engine, the whole package. I enjoyed those races very much, actually.”  
**MN:** Would you do sportscars again still? Or are you done for racing now?  
**SJ:** “I decided that I’d kept going for so long, that I’m way past my sell-by date. The last one I did was five years ago now. I was flying back from a race in Virginia and it suddenly just clicked in my head, ‘I think it’s time to call it a day’. And I never looked back. Since that moment, I’ve never had any desire to get back in a race car.”

*continued on page 25*



Johansson is an IndyCar regular as the manager of Scott Dixon



A win at Le Mans came in 1997 alongside Alboreto and Kristensen



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World Rally Championship is back after long break with pressure on Evans and Breen

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FEATURE



“It’s like I shut it down and that’s it. I’m focusing on my art and the management and all the other things that I’ve been doing. Especially the art, which has always kind of been pulled away from because I was going to races all the time and doing my own racing as well.”

**MN background:** Stefan has been painting, and towards the end of last year his work was part of an exhibition at London’s prestigious Royal Automobile Club.

**MN:** Do you exhibit your art often? Do you take it around the world?

**SJ:** “I’ve got an exhibit coming up in Sweden in May. And there was the show in the Royal Automobile Club obviously, and I did one in Holland last year. I’ve got another one coming up here in Los Angeles, also in May. So it’s starting to get quite busy now with exhibits here and there. I sell quite a few pieces just from people coming into the studio and so on, so it’s moving along pretty good.

“I paint most days, almost every day I can. I’m in the studio from 0800hrs ’til late at night. That’s all I do. I have no life, really!

“I’m extremely lucky because I found something else to do in my life when I stopped driving, because racing – and driving in particular – has been the love of my life since I was a little kid, so to

find something else to replace that with is extremely lucky. The art is filling that void and I’m as equally focused and disciplined in my approach to the art as I was with racing.”

**MN:** Most of the work we’ve seen is abstract, but you have also done portraits in the past too. Do you still do that?

**SJ:** “Yeah, I still do, very much. The portrait is really what I’m mostly passionate about with the art as well. I feel it’s more fine art, because it takes some skill to do it and it’s a lot of work to get it right. I’m working on this new show I’m doing here in Santa Monica. I’m doing three new portraits. There’s six in total, but I have some already made. I’m doing three new portraits for that specific show, and they’re massive – they’re eight feet by six feet.

“So they’re big, big, big scale. It’s for a big office block in Santa Monica. They do a year-long show, and I got picked as one of the four artists. I think it was something like 300 artists that applied. I’m pretty shocked about that one because it’s quite a prestigious show. It’s going to be nice, and it’s showing for a whole year.”

**MN:** How long do you spend on, say, one painting?

**SJ:** “To do the actual paint, the portrait, if I’m here all the time and I work every day, it takes about a week to 10 days to get the portrait done. And then I do the text on top of that. That takes another three or four days. So it’s pretty time consuming, yeah, I work generally on two or three at the same time, because I paint in oil, and you need to let the paint dry before you can do the next stage, so that’s really what’s takes a lot of the time.”

**Question: Have you ever sneezed in a racing car?**  
**Judd Carter**  
**Via email**  
**SJ:** “Hahaha! Oh, yeah, for sure!

NO ONE LOSES ANYTHING OR DOES ANYTHING FOR SOMEONE ELSE. WE LIVE IN A VAST PRISON LIKE KAFKA’S. THE WORLD IS A PENITENTIARY AND WE ARE THE INMATES; CAUGHT IN AN INSTINCTIVE EGOTISM, WE VALUE OTHERS NOT FOR THE GOOD THEY CAN DO US, BUT FOR THE EVIL THEY MIGHT. THE MAN WHO MIGHT KILL US RECEIVES OUR FULL ATTENTION. HE REQUIRES IT, FOR WE LIVE IN A CRUEL WORLD WHERE VIOLENCE HAS TAKEN THE PLACE OF REASON, A WORLD WHERE THE ONLY POSITIVE ELEMENT IS FEAR, THE CHIEF INSTRUMENT OF POWER. -ENZO FERRARI

Portraits are Johansson’s passion

Actually, I have a problem when I look at the sun, I sneeze for some reason, so Sebring, for example, if you’re unlucky and get that shit stint when the sun is going down, it’s a nightmare because you literally cannot see anything as you go into the final turn after the back straight. It’s right in your face. You have to drive down the straight with a hand in front of your helmet to block the sun. I do remember clearly sneezing a couple of times when that happened!”

**MN:** As you can imagine, we had plenty of questions about the deer incident in Austria in 1987, and we are sure you’ve been asked about it a million times, but this one made us laugh...

**Question: After you hit the deer in 1987 in the McLaren at the Osterreichring, do you eat venison?**  
**Chris Reid**  
**Via email**  
**SJ:** “Hahahaha! That’s a new one! I do get asked about that a lot, but never if I like game or not. Actually, I don’t. I’m not a big fan of any game meat. I did hit the deer, but I think it’s also because I had three massive accidents with



Canada in 1985 was a grand prix win that Johansson feels got away



A face full of sparks, in Austria 1987, didn’t deter Stefan Johansson

moose when I grew up in Sweden. They’re everywhere. I mean, literally everywhere.

“I remember specifically, one of them. I was driving back from one of my early races in Formula Ford. We had a Saab 99 or whatever, with a caravan behind it and this moose just came flying out of the woods, bounced on top of the roof of the car, and landed in the caravan. You know how flimsy a caravan is. . . . It cleared the whole thing. There was just the chassis left! The remains of the caravan were scattered over the road behind me.

“So, yes, I’m quite experienced with the game hunting, if you like!

“In all honesty, that’s probably the gnarliest accident I’ve had. That really gave me shits because you know how quick it is in Austria, and you come over that brow. The signal didn’t even reach my foot from my brain until I hit that thing.

“Luckily it hit on the left side and not in the middle. Had it hit in the middle, it would have taken my head off for sure. It ripped the left-front suspension out of its bushing. There were four holes in the tub where the mounting points were, and took everything, radiator, rear suspension. I had no brakes, no steering and wet grass. It was the morning session, and, yeah, it was. . . not a fun one.”

**MN background:** Stefan broke a rib in that crash and was involved in one of the two startline accidents on race day. But there was more. . .

**SJ:** “The whole weekend was a nightmare. I should have never bothered going, to be honest. I mean Ron was holding the paddle-lollipop in the pitstops in those days. . .

“If you look back at those stops, everybody’s in shorts, no fire suits, nothing, and hundreds of people in the pitlane. Ron’s holding the paddle, and the right rear was not fitted properly. He didn’t see that. So he lifts the paddle. I

take off and the tyre change gun is still in the right rear. I go almost the whole pitlane and that poor rubber hose is like stretched to its limit, you know? And then eventually came loose and ‘pow!’ the gun came back through the pitlane at a million miles an hour. . . It was so lucky it didn’t hit anyone – it would’ve killed them instantly.

“Of course I get to the corner at top of the hill there, the wheel comes off. So I had to crawl back to the pits on three wheels. We had the startline crash before then too, so, it wasn’t the best weekend, that’s for sure.”

**MN:** And in those days there was no speed limit in the pitlane either. That must be terrifying even without a trailing a tyre gun. . .

**SJ:** “You don’t think about it in those terms yourself, but look, I mean the amount of people that were in the pitlane. . . I remember Brands Hatch was one of the worst. If you have one of the first pits [at pit in] which we did with Ferrari in ’86, you were in fourth gear by the time you got to the pit exit. There’s the two posts there. You’ve probably got less than a foot on either side, you’re doing God knows what speed. . . and it’s bumpy as hell. Yeah, it’s pretty wild.”

**Question: When I was researching photos earlier from Austria as I knew we’d be talking about it, there’s a fantastic one of you behind Andrea de Cesaris in a Brabham. . .**  
**Andy Hallbery**  
**Motorsport News**  
**SJ:** “. . . Yeah! I remember it vividly, sitting behind Andrea when I got hit with a face full of sparks?

“It’s so brief. Frankly it doesn’t really bother you too much. But this one was particularly big, because it literally was only a fraction of a second and then it’s back to normal again. I think that was lap one or two with full tanks and cars bottoming out like crazy everywhere.” ■

“I spend most of my time in the studio these days”

Stefan Johansson



# BRC REPORT: TENDRING AND CLACTON

## IN BRIEF

### Jones on the pace

With the spotlight on the main BRC categories, the top British Rally Championship National Rally honours fell to Craig Jones and Ian Taylor in their Ford Fiesta Proto. The pair finished just 3.9 seconds ahead of Michael O'Brien and Mark Glennerster in their Ford Fiesta WRC05.

### Clacton support

After three years on the sidelines, with Covid halting proceedings, Rally Tendring and Clacton as a BRC round finally materialised. BRC manager Reece Tarren was delighted with the new event and said it "ticked a lot of the boxes". He added: "It was good to finally bring the BRC to Essex. Coming here, you can really see the effort gone in by the organisers and how engaged the public were. There were three, four deep in places on Saturday night and thousands out on the road sections and spectator areas on the Sunday stages. We would have liked to have seen all the different championships grouped together in the service to create more of a buzz and atmosphere, but the stages and organisation as a whole has been really strong. We are starting to already look at dates for 2023 and we have a really good rapport with them, so they are definitely in the mix for next year."

### Pryce defies the odds

It was almost a case of falling at the final hurdle for rally winner Osian Pryce. The Welshman declared at the end of the event that he almost didn't make the startline just days before. The Machynlleth driver received a devastating blow just a day before the start of the event with a budget shortfall potentially derailing a title tilt. At the 11th hour, backers supported the young Welshman with Pryce rewarding his team in full with the outright rally win.

### Mini marvels again

The all-female crew of Laura Christmas and Laura Cooledge took part in their first event together in a Austin Mini Cooper. A favourite with the crowds, the car in the capable hands of Christmas and Cooledge finished in 72nd position on the two-day event and at the same time helped raise awareness of the Better Together Initiative – aimed at promoting motorsport as an inclusive and supportive sport for all.

### McBride's debut

Kyle McBride with co-driver Kenny Bustard were contesting their first event outside of the island of Ireland at Clacton in their Ford Fiesta R2T. McBride on stage three lost all power in the Fiesta just one kilometre into the stage. Pulling over, the Irish crew managed to rectify the problems and restarted under super rally conditions in the afternoon. They might have been last on the road, but the new partnership scored points in the Junior BRC and, with it, vital points in the Academy class.

# PRYCE IS ALRIGHT IN CLACTON

Welshman found vindication on Essex BRC opener. By **Ben Buesnel**



Pryce was the form man throughout BRC opener

**I**t was all smiles for 2021 British Rally Championship runners-up Osian Pryce and Noel O'Sullivan, who sealed the opening round of the season, Rally Tendring and Clacton. The Welsh driver enjoyed an event-long battle with Keith Cronin/Mikie Galvin and James Williams/Dai Roberts to take his third BRC win in a four-wheel-drive car.

The British Rally Championship season would begin in Essex for the very first time in its 64-year history, with the seaside town of Clacton playing host to the championship curtain raiser.

The star-studded entry list was without reigning and three-time champion Matt Edwards, who was on the sidelines unable to source a drive for the new season. That provided the class of 2022 an opportunity to make history for themselves in the new-look seven-round season.

Four-time British champion Keith Cronin and 2017 co-driver champion Mikie Galvin returned to the series in the quest to equal Jimmy McRae's five titles. The driver from Ballylickey was arguably the pre-event favourite with his incredible form on the sealed surface. Driving a new Hankook-shod VW Polo Rally2, the Irish pairing got off to a textbook start – punching in the fastest time on the opening test of the season to hold a slender 0.6 seconds lead going into the full day of Sunday stages. Recording his first fastest BRC stage time on the second promenade gauntlet was Williams and Roberts in a Hyundai i20 R5 with Pryce and O'Sullivan chasing in third.



Keith Cronin pushed hard but was unable to make up the time in his Volkswagen Polo GTI R5

The rally proper got under on Sunday morning, with the three heavy hitters locking horns on the morning loop of four stages. It was to be Cronin who drew first blood, as the asphalt ace set the bar high – ending the loop with a six-second cushion over top-flight newcomers Ruairi Bell and Max Freeman in their Skoda Fabia R5. Bell, who contested the Junior WRC in recent years took the step up to the BRC1 category and instantly pulled up a chair at the top table as he nestled himself into second behind Cronin.

Pryce, by his high standards, was to be slow out of the blocks on the opening four stages but kept himself in the hunt as he conserved his tyre allocation. The other

contender, Williams, showed promising pace on his first BRC Tarmac round, pushing his more experienced compatriots hard as he nursed brake woes to stay in touch in fourth.

Others weren't so lucky. On stage six, multiple British Historic Rally champions Jason Pritchard and Phil Clarke ploughed into one of the temporary chicane straw bales – and in the process burst a hole in radiator of their VW Polo Rally2. The all-Welsh team tried to repair the car and limped it back to service but went over the time limit just half a mile from the regroup.

The middle group of stages – stages seven to 10 – set up an incredible, titanic

battle for the podium positions. Pryce, who managed to complete the rally on the same set of tyres, began to make strides in the midday sun as he pushed his Michelin VW Polo hard, clawing back time – picking up two fastest times in the process – slashing the six-second deficit to Cronin to 4.3s with four stages remaining.

Bell, who won the non-championship Tour of Epynt the week before, was full of confidence enjoying the sparring contest at the front of the field. Bell's youthful, raw speed was sadly met with a costly mistake on stage seven when the young Londoner spun at high speed, damaging the radiator and with





Junior Kyle White on the promenade stage



Pritchard was caught out by a mid-event chicane which caused damage

# JUNIORS PUT ON A TENSE BATTLE



Co-driver Jack Morton (l) and Ola Nore take the silverware

it retiring from the event.

Two stages later, Garry Pearson and Dale Furniss, who were holding fourth at the time, fell foul of the high-speed Clacton stages as they slid off the road into a ditch in their Ford Fiesta Rally2. On the same stage the Ford Fiesta R5 crew of Andy Davies and Rob Fagg rolled heavily out of the event. Fagg walked away with no more than bruises and Davies at the time of going print was taken to hospital and awaiting scan results but with no serious injuries for the Welshman.

Onto the final loop, and it was to be Cronin, Pryce and Williams fighting for opening-round supremacy – all separated by just 10s. Pryce played the long game superbly as he continued to reel in Cronin ahead stage by stage. The pair pushed each other right to the bitter end, with Pryce snatching an opportunity on stage 12 to capture the lead by a mere 0.5s before extending his margin to 5.4s at the flying finish at the end of 14 stages. Cronin tried all he could but he couldn't live with the pace of Pryce as the Irishman had drama of his own as he nursed an ailing gearbox in the final loop of stages.

Following the ceremonial finish on the Clacton seafront, rally winner Pryce soaked up the atmosphere and his recent achievement.

“That one was really special – didn't think it was possible to be honest but a big, big thanks to the team, they turned the car around on Sunday morning and made it into that sweet, sweet thing that we grabbed by the scruff of the neck

and maximised,” he said. “I am really chuffed, considering I wasn't going to make the event on Thursday [see in brief, left], that made it all the sweeter. We were quite calm in the car and I think the battles from last year showed we can fight for overall wins consistently and still have more in the tank if needed. This win, I want to dedicate to Richard Lewis who was a much-loved member of the Dovey Valley Motor Club, who sadly passed away in the last week. So that one was for him.”

Asked about the BRC's first visit to Clacton, Pryce said: “I really enjoyed the weekend – it's a completely different challenge to anything else in the country. The roads are unique to the UK but were quite similar to stages you see in France or Belgium. It's nice to go somewhere new, see thousands of people enjoying the event and having a good time.”

Rounding out the podium was Williams and Roberts. The Welsh duo were pleased with their first four-wheel-drive BRC win together but were left wondering what might have been had it not been for the brake woes in the opening loop and boost pressure gremlins in the final phase of the weekend.

Rounding out the BRC top five was young gun Elliot Payne and navigator Tom Woodburn in their Ford Fiesta Rally2 in fourth while Junior BRC driver Ola Nore and co-driver Jack Morton impressed in their Ford Fiesta Rally4 to seal fifth overall in the BRC.

In the Junior BRC, the category for front-wheel-drive Rally4 cars, the competition was no less ferocious than at the front.

Leading the way after the opening two seaside stages was Norwegian newcomer Ola Nore and British co-driver Jack Morton in their Ford Fiesta. The Irish teams of Eamonn Kelly/Conor Mohan in a Fiesta and Kyle White/Sean Topping in a Peugeot 208 were in hot pursuit.

As the crews headed to the sun-kissed lanes surrounding Clacton on the second day, Kelly was quickest out of the blocks, leapfrogging Nore in the process. However, clinging onto his coattails was White, who was giving the new 208 Rally4 its BRC debut. White, in his second season, looked comfortable and he too laid a

claim to being the fastest of the two-wheel-drive brigade. The Irishman backed up his credentials with a stage win of the fifth test and with it the class lead, thus creating a three-horse race as the rally entered the final loop of stages.

Nore saw his chance on stage 11 and threw caution to the wind through the 6.5-mile test, pushing his turbo-charged Fiesta to its limits. Kelly retaliated and edged his Scandinavian rival on the next stage to inherit the lead before the initiative changed for the seventh time with Nore pushing home his advantage to win the final two stages and with it, just a mere 2.3-second advantage over Kelly with the third contender White, a further 6.8s back after 56 miles of competitive action.

RESULTS			
Rally Clacton and Tendring British Rally Championship			
Round 1/7 When: April 23-24 Where: Clacton, Essex			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Osian Pryce/Noel O'Sullivan	Volkswagen Polo Rally2	42m38.4s
2	Keith Cronin/Mikie Galvin	Volkswagen Polo Rally2	+5.4s
3	James Williams/Dai Roberts	Hyundai i20 R5	+21.2s
4	Elliot Payne/Tom Woodburn	Ford Fiesta Rally2	+1m52.9s
5	Thomas Preston/Carl Williamson	Ford Fiesta Rally2	+2m20.9s
6	Ola Nore Jr/Jack Morton	Ford Fiesta Rally4	+3m31.1s
7	Craig Jones/Ian Taylor	Ford Fiesta Proto	+3m31.1s
8	Eamonn Kelly/Conor Mohan	Ford Fiesta Rally2	+3m33.4s
9	Michael O'Brien/Mark Glennerster	Ford Focus WRC05	+3m35.0s
10	Kyle White/Sean Topping	Peugeot 208 Rally4	+3m37.9s

**Class winners:** Ben Friend/Abie Haycock (Ford Escort Mk2); Tim Mewett/Liz Jordan (Ford Escort Mk2); Jones/Taylor; Nore/Morton; Kyle McBride/Kenny Bustard (Ford Fiesta R2T).



Winners celebrate in the sun after a hard-fought run



Jones took the spoils in the National B division

# PRESTON PRESSES ON

Reigning Rally Tendring and Clacton winners Thomas Preston and Carl Williamson couldn't quite defend their title against the BRC cast this time around.

The 2019 victors were the first non-BRC registered crew home in fifth overall in their Ford Fiesta Rally2. Following them in the order was a cluster of Darrian sportscars to lock out the non-BRC podium.

Tony Rees and Geraint Thomas had the upper hand on Jeremy Straker and Jack Bowen in an almost identical T90 GTR+ throughout the event, with Rees and Gethin finishing second non-BRC runner – 25 seconds up the road from Straker and Bowen.

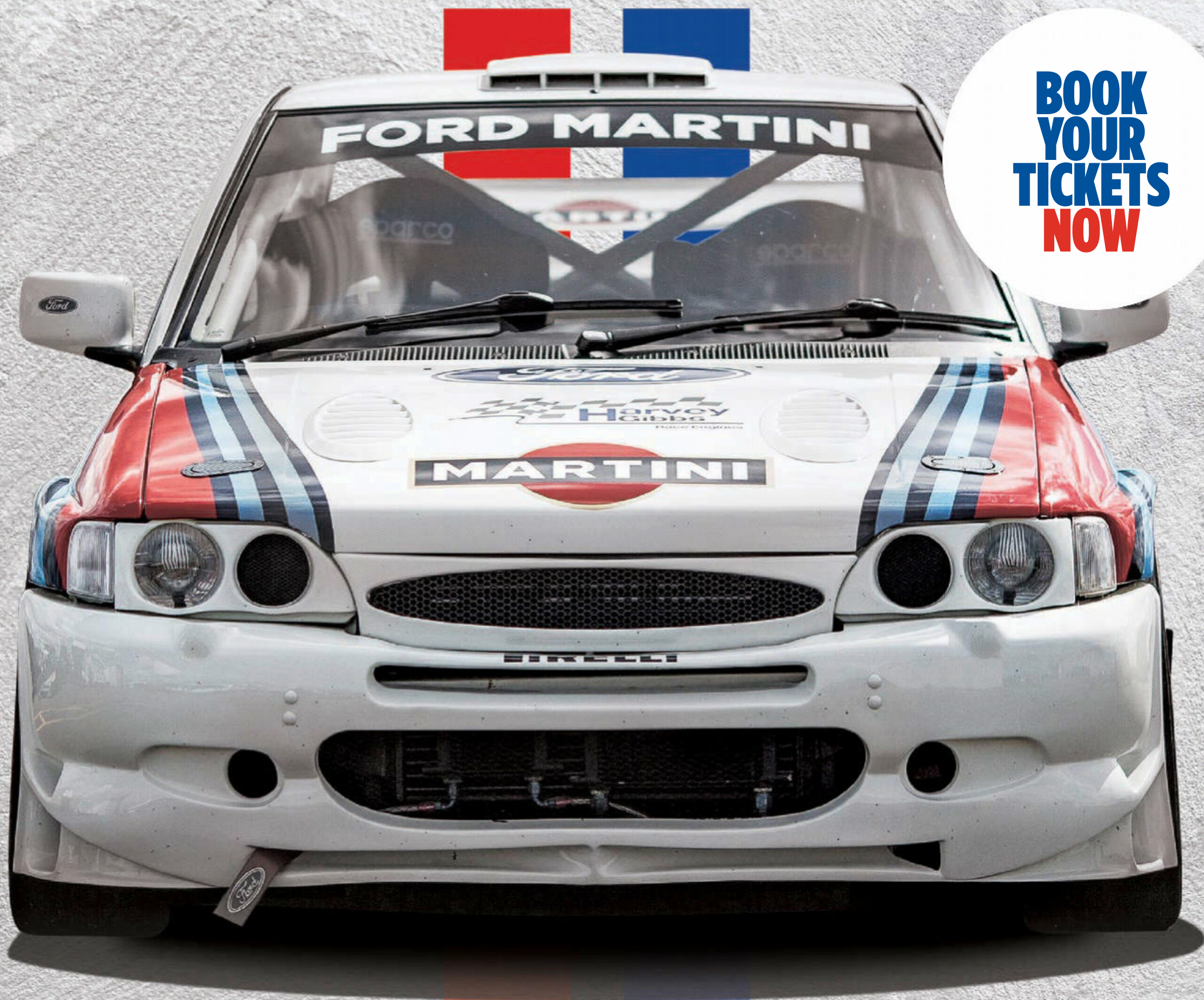
The popular Ford Escort Mk2 was also out in force on the closed-road event, and boasting top Escort was Dyfrig James and Emyr Jones in 13th overall just 4.1s ahead of Bradley Howlett and Nick Vandevenne in a Peugeot 208 R2 – who could lay claim to the top front-wheel-drive position outside of the BRC contenders.

Other notable class winners included Ben Friend/Abie Haycock (Class 10, Ford Escort Mk2), Stuart Cadman/Mike Withers (Class 3, Mitsubishi Lancer E9), Ben Howlett/Simon Howlett (Class 6, Peugeot 306), Lewis Gatt/Callum Young (Class 7, Ford Escort Mk2), Matt Endean/Suze Endean (Class 8, Nissan Micra) and Matthew Faulkner/Emma Morrison (Class 9, Mini Cooper).





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# RACING REPORTS

Photos: Jakob Ebrey

BRITISH GT RACE 2 REPORT BY GRAHAM KEILLOH

APRIL 18



Fletcher broke free to win on the watch



Topham (r) stayed in range to win in GT4

## FLETCHER AND TOPHAM BEAT THE CLOCK IN AM SPRINT RACE

**Kelvin Fletcher and Martin Plowman in a Paddock Motorsport McLaren took their first overall British GT race win in a dramatic second event at Oulton Park's Easter Monday 2022 curtain-raiser.**

The race became in effect a 20-minute sprint for the Am drivers, as a red flag during the half-distance pit window wiped the Pros' opening half.

The race restarted with all Am drivers aboard in the order from

before the pit window and with the pitstops assumed done. But all pitstop penalties – for the top-three finishers in Oulton's race one plus 14 seconds for GT4's Silver Cup runners – would still be applied in full at the race's conclusion. This meant a race on the watch as well as the track.

Ian Loggie's RAM Mercedes led from Shaun Balfe's Audi, and as they were also race one's top two they would have to add 7s and 10s respectively. It looked good for

Loggie as he moved into a net lead with Mia Flewitt's 7TSIX McLaren in third holding the rest back.

Fletcher rose to fourth behind Flewitt then got clear air by passing her for third at Hislops chicane with 10 minutes left. He was 9.3s behind Loggie, but closed to get within the required 7s range with two minutes left to grab victory on Paddock's first meeting as a McLaren effort and its first with a two-car entry. Loggie and Balfe, the first two home, dropped to

fifth and sixth respectively with their penalties applied.

The GT4 race had a similar tale expect Steller Audi's Sennan Fielding and Richard Williams, first on the road, had a mammoth 24s to add from winning race one and from being a Silver Cup entry.

This dropped them to third in the results, and Darren Turner's Newbridge Aston Martin Pro-Am partner Matt Topham, second home, stayed well within range to win.

RACE WINNERS		
<b>British GT championship</b> <b>Race 2:</b> Kelvin Fletcher/Martin Plowman (Paddock Motorsport/ McLaren 720S)	(Fortec Motorsports)	<b>Ginetta GT5 Challenge</b> <b>Race 3:</b> Connor Grady (Xentek Motorsport)
<b>GB3 championship</b> <b>Race 2:</b> Luke Browning (Hitech GP); <b>Race 3:</b> Mikkel Grundtvig	<b>GB4 championship</b> <b>Race 3:</b> Jarrod Waberski (Kevin Mills Racing)	<b>Northern Saloon &amp; Sports Car Challenge</b> <b>Races 1 &amp; 2:</b> Paul Brydon (BMW M3)
	<b>TCR UK</b> <b>Race 2:</b> Jessica Hawkins (Cupra TCR - Area Motorsport With FASTR)	

### GB3 RACES 2 AND 3 AND OTHER SUPPORTS



Browning's dominant run was halted in race three

## Bittersweet for Browning as he wins then loses

Luke Browning's GB3 season-opener tour de force at his local Oulton Park track was spoiled in the triple-header's final reversed-grid contest when he retired after colliding with Tom Lebbon.

Hitech GP's Browning, who won the meeting's opening two races imperiously, in race three was hit by Elite's Lebbon entering Hislops chicane. Browning retired immediately

with damaged suspension while Lebbon was disqualified. Fortec's poleman Mikkel Grundtvig dominated the race.

Browning, earlier on Monday, led all of race two from pole, resembling a replay of his Saturday curtain-raiser victory. Carlin's Roberto Faria again finished a distant second.

Kevin Mills Racing's Jarrod Waberski won GB4's reversed-

grid race after taking the inside line from front-row starters Logan Hannah and Jessica Edgar at Old Hall, then pulling clear.

Jessica Hawkins starred for debut meeting victory in the partially reversed-grid TCR UK race. She beat Area Motorsport team-mate Jamie Tonks off the line then, after safety-car interruptions, held off late Max Hart pressure.

Connor Grady won a shortened third Ginetta GT5 Challenge race, sweeping to first around the outside of Old Hall after starting fourth. Paul Brydon dominated both Northern Saloon and Sports Car races, though in race two Matt Cobb kept him in sight in his new Volkswagen Beetle.

**Graham Keilloh and Stefan Mackley**

### CASTLE COMBE: CCRC BY MARCUS PYE

APRIL 18

## THE BATTLE OF THE FF1600 FISHER BROTHERS

Close racing and Castle Combe's Formula Ford championship have been synonymous since 1969. CCRC's Easter Monday's Howard's Day season-openers were so tightly contested that brothers Felix – yet to win the title – and Josh Fisher touched in both, drawing gasps from the large audience. They won one apiece, with canny Luke Cooper second and third.

Cannoned through the Esses by Felix while leading race one, Josh then spun exiting Tower. Kieran Attwood claimed his first podium with James Hadfield and Josh filling his mirrors. Class

standouts Nathan Ward, David Cobbold and Ben Mitchell battled for fifth later, Mitchell's 1m11.888s lap in Richard Hudson-Evans' Merlyn Mk20 2.3 seconds inside circuit legend Bob Higgins' old Historic record.

GB3 racer Alex Fores demonstrated his talent and Steve Lansley's Caterham CSR by dominating the GT races, reducing the class record to 1m06.863s, almost 100mph.

Nigel Mustill's 'new' Volvo-Chevrolet S60, on-form Keith Butcher's Audi R8 and Jamie Sturges' superb VW Golf

TCR squabbled behind Fores initially.

Having shed a wheel in qualifying, Ferrari 458 driver Doug Watson progressed superbly to second in the finale.

Adam Prebble whopped a depleted Saloon field first time out, but alternator failure trailered his Vauxhall Astra turbo. Previous pursuers Tony Hutchings and debutant Dave Spiller duly engaged in a sizzling Audi TT race two lead duel.

The turbo cars lapped as one and Spiller edged alongside at Old Paddock, but veteran Hutchings left no passing place.

Time waits for no man as Andy Hiley's self-built Chronos proved in 750MC Sport Specials. The defending triple champion carved two seconds from the lap record – now 1m09.963s – in outrunning Martin Gambling, Paul Boyd and designer Clive Hudson's radar-cheating Eclipses.

Stuart Thompson (MK Indy RR) and Warren Vessey (Fisher Fury) got a Class B win apiece after two furious scraps.

James Wheeler aced both MG BCV8 races, the second after a mighty dust-up through traffic with Neil Fowler and Simon

Cripps. Wrestling with an obstinate gearbox, Wheeler sliced 0.76s from Fowler's 2019 record. In the chase, fast starter Jim Bryan's sharp-looking BGT V8 was twice hounded down and pipped to class C by Andrew Young's rare CGT.

Despite pranging his Vauxhall Nova on his third flying qualifying lap, Craig Tomkinson annexed pole - by 2.1s – and P4 for the Stock Hatch races and landed a double victory. Class winner Nick Gwinnett (Renault Clio) and Will Self (Peugeot 205) shared the other podium places.

RACE WINNERS		
<b>Castle Combe Formula Ford 1600</b> <b>Race 1:</b> Felix Fisher (Ray GR05); <b>Race 2:</b> Josh Fisher (Van Diemen JL14)	<b>Race 2:</b> Tony Hutchings (Audi TT)	<b>750MC Sports Specials</b> <b>Races 1 &amp; 2:</b> Andy Hiley (Chronos HR15)
<b>Castle Combe GTs</b> <b>Races 1 &amp; 2:</b> Alex Fores (Caterham CSR)	<b>MGCC BCV8</b> <b>Races 1 &amp; 2:</b> James Wheeler (MGB GTV8)	<b>Castle Combe Hot Hatch</b> <b>Races 1 &amp; 2:</b> Craig Tomkinson (Vauxhall Nova)
<b>Castle Combe Saloon Cars</b> <b>Race 1:</b> Adam Prebble (Vauxhall Astra);		



RACING REPORTS

Photos: Steve Jones

DONINGTON PARK 750MC: BY RACHEL HARRIS-GARDINER APRIL 18



Baker/Swift held off Marston's BMW in the Club Enduro encounter

BAKER AND SWIFT GO FOR THE LONG HAUL



Traynor (27) was a double winner in the MR2s

Big entries were the order of the day at Donington on Bank Holiday Monday, with 750MC hosting capacity grids for three of its championships.

Fifty-six cars entered the Club Enduro race and, unsurprisingly, the list of retirements after two hours of racing was sizable. The main rivalry on show was between Robert Baker and Carl Swift, in a Seat Leon, and the BMW M3 of Andy Marston. With so many retirements and an early safety car, both were counting on taking advantage of a caution during the pitstop window. The double yellows stubbornly remained in and it was the Baker/Swift car that stopped first, getting a jump on Marston, who gambled on leaving his own stop as long as possible. Baker/Swift were almost 25 seconds ahead by the end. Steven Laidlaw's Leon was third

and the only other unlapped car. A delay in extricating an Enduro car from a gravel trap meant that the Toyota MR2s only got two of their three planned races. The grid had been divided into three groups, with each race involving two of them. Shaun Traynor got both of his races, posting two wins. In race one, he flew away into the distance ahead of 2021 champion Aaron Cooke and a chasing Paul Cook. He had to work harder in race two as Adam Lockwood was on his tail and gaining when the flag fell, followed by Ben Rowe. Cook was struggling with timing issues, despite good earlier pace. Craig Pollard scored another double win in Formula Vee, although he was another driver made to work hard in race two. He was overtaken in race one twice, first by James Herridge and then by Daniel Hands but, as

both retired, he kept his lead until the end. Both Herridge and Hands made successful repairs to their cars in time for the last race of the day, which was shortened to six laps. Herridge stayed right with Pollard for all six and took the lead for a short period towards the end, sneaking inside at the Grand Prix hairpin. Pollard retook the place but was only 0.26s ahead of Herridge at the finish. Hands was third, a couple of seconds behind. The 40-minute All Porsche Trophy race was won by Matthew Kyle-Henney and Toby Barlow in a Porsche Cayman S. This was the first time they had driven the car on track. Jon Walker's Boxster S stayed within sight and led for several laps, but his early pitstop gave the advantage to the Cayman. Bikesports had an almost complete grid of Radicals, but it was sole Mittell driver Richard Wise who prevailed in race one, aided by challenger Leon Morrell having to deal with his steering wheel coming apart. Joe Stables got a lightning start from the rear of the grid in race two, reaching second place by lap two and taking the lead shortly afterwards. He won from Wise by a huge margin of 22s.

RACE WINNERS

- Toyota MR2 Championship**  
Race 1 & 2: Shaun Traynor (Toyota MR2); Race 3: cancelled

**Bikesports Championship**  
Race 1: Richard Wise (Mittell
- MC41R); Race 2: Joe Stables (Radical PR6)

**750MC Formula Vee Championship**  
Race 1 & 2: Craig Pollard (WEV Vee)
- All Porsche Trophy**  
Matthew Kyle-Henney/Toby Barlow (Porsche Cayman S)

**Club Enduro**  
Robert Baker/Carl Swift (Seat Leon TCR)

SNETTERTON: ECR BY LEWIS BEALES APRIL 18

Photos: Richard Styles

ASHWORTH AND CULL IN A THRILLER

The second Equipe GTS race produced the closest of finishes with Mark Ashworth just holding off Rob Cull in a drag race to the line. Ashworth had been working hard to fend off Cull's similar TVR in the opening laps before the MGB of Peter Smith joined in and harried the leader until he

outbraked himself at Murray's. Traffic then intervened allowing Cull to slip ahead but he slid wide at Wilson on the final lap. That left Ashworth to once more hit the front while Smith rolled to a stop at Palmer on the last lap. A messy start to the opening event had cost poleman Allan

Ross-Jones dearly. That left Cull to power into a lead he wouldn't relinquish. Babak Farsian's very sideways MGB was unable fend off Mark Ashworth's last-lap challenge at Hamilton and had to settle for third as Ross-Jones recovered to fourth. Christian Douglas was glad to see the chequered flag early in the first Equipe Libre event as he had his rear-view mirror full of the similar TVR Griffith 400 of Matt Holben. Nigel Winchester lost his third place for a jumped start. That handed the position to Rick Wilmott whose Jaguar E-type was hampered in qualifying by a flat battery. Winchester made a scintillating start to race two to lead the pair of TVRs but the

Shelby driver couldn't hold off Douglas, who took control at half distance. Holben overcame a couple of grassy moments to also demote Winchester. Wilmott's day got worse as he retired the Jaguar from fourth. The Britcar BMW M3 of Jasver Sapra proved too potent for the Snetterton Saloon field and won easily, while James Mumbray and Karl Cattliff completed the podium places with their BMWs. Fifth-placed Carl Chambers' Peugeot 208 GTi was the first non-BMW home after an impressive run. Shaun Bromley had to fight off several attempts by Brian Arculus to relive him of the lead of the FISCAR event but when the Lotus started to misfire his Elva MkIV was able to power away.



Ashworth (left) was a very narrow Equipe GTS winner

RACE WINNERS

- Equipe GTS**  
Race 1: Rob Cull (TVR Grantura Mk3); Race 2: Mark Ashworth (TVR Grantura Mk3)
- Equipe Libre, Pre-'63 and '50s**  
Race 1 & 2: Christian Douglas (TVR Griffith 400)
- Snetterton Saloons**  
Jasver Sapra (BMW E46 M5)

**FISCAR**  
Shaun Bromley (Elva MkIV)



Douglas was king of Pre-'63s



# RACING REPORTS

Photos: Steve Jones

THRUXTON: CSCC BY MARCUS PYE

APRIL 23-24

Sheehan took two events in his BMW E46 M3 monster



Hammersley/Tongue: Tin-Tops race winner

## SHEEHAN TIMES IT TO PURE PERFECTION

Using his daughter’s eventing stopwatch to time his mandatory pit visits to perfection while rivals were penalised for infringements, Brad Sheehan won both the Open Series and New Millennium races in his BMW E46 M3 to emerge top gun in the Classic Sports Car Club’s Thruxton Thriller.

First time out Sheehan took the chequer but three of the next five were reshuffled, promoting Kevin Clarke’s clutchless Intersport M3 CSL to second. Sheehan couldn’t subsequently quite match Jamie Sturges’ VW Golf TCR, but Sturges – who cut a 1m20.353s (105.55mph) lap on road tyres – was docked 30 seconds on top of the 0.8s he’d stopped short and fell to third behind Michael Vitulli (E46 M3).

Team-mates Adam Brown (Ford Fiesta ST) and John Hammersley/Nigel Tongue (VW Scirocco R-Cup) scored in Tin Tops and Turbo Tin Tops respectively. Brown was beaten to the line by Andrew Windmill (Honda Civic Type R) who negated his Snetterton winner’s penalty and a stop-and-go, but Windmill then

fell to third with a further penalty for an unsafe release. Manoj Patel (Civic) scrapped with Brown but he, too, was penalised.

The Slicks Series race was unzipped by a safety car. Sturges was quickest, but Sam Allpass’ crew radioed him in with perfect timing. Allpass’s Geoff Steel Racing BMW M4 – a tubeframe chassis with a six-litre Chevrolet V8 sting – thus beat poleman Sturges’s 350bhp Golf and Kevin Jones’ Noble M12 RSR home. Christian Pittard (Team Leos) and Tim Davis (Boss) won depleted Magnificent Sevens races.

Unreliability decimated Sunday’s Special Saloons & Modsports double-header. The opener, red-flagged after poor Tom Carey’s Honda-BDX burst into flames at Allard, was won by poleman Jack Gadd’s tube frame Escort, with 2.8-litre Millington power after challenger Clive Anderson’s brutal 5.1-litre BMW E30 twin-turbo rotated at Cobb and the chicane. Anderson kept the monster on the island later, whooshing past Gadd to reward Prism Racing’s crew with gold.

Oliver Smith (E36 M3) was close to lapping the Modern

Classics field when his steed went lame. Alex Taylor (TVR Tuscan) inherited victory after an entertaining tussle with Matt Holben’s smaller-engined version.

Stuart Daburn (Tuscan) dominated Future Classics after pacesetter Mark Chilton’s fast Nissan Skyline devoured its third engine block. Ryan Mone and Rob Hardy (Porsche 944s) completed the podium.

A jump-start penalty dropped runaway leader Jamie Keevil (Lotus Élan) to second in the big Swinging Sixties field, advantaging Ray Barrow whose Chevrolet Camaro is always a force on the airfield circuit. The rapidly conducted MGA of Jack and Steve Smith was a fine third.

When the Elans of previous winners Paul Tooms (oil fire) and Murray Shepherd/Anthony Hancock (engine) expired, septuagenarians Allen Tice and Chris Conoley netted a well-deserved Classic K victory in their Marcos-Volvo. Alex Thistlethwaite (Ford Mustang) and spectacular giant-slayer Ollie Streak (Mini Cooper S) never stinted in their pursuit.



Brown inherited a win in his Ford Fiesta ST

RACE WINNERS			
<b>Open Series</b> Brad Sheehan (BMW M3 E46)	<b>Turbo Tin Tops/Puma Cup</b> John Hammersley/Nigel Tongue (VW Scirocco R-Cup)	(Caterham CSR); <b>Race 2:</b> Tim Davis (Caterham C400)	<b>Future Classics</b> Stuart Daburn (TVR Tuscan)
<b>New Millennium</b> Brad Sheehan (BMW M3 E46)	<b>Slicks Series</b> Sam Allpass (BMW-Chevrolet M4)	<b>Special Saloons and Modsports</b> <b>Race 1:</b> Jack Gadd (Ford RSR Escort-Millington); <b>Race 2:</b> Clive Anderson (BMW E30 V8 turbo)	<b>Swinging Sixties</b> Ray Barrow (Chevrolet Camaro)
<b>Tin Tops</b> Adam Brown (Ford Fiesta ST)	<b>Magnificent Sevens</b> <b>Race 1:</b> Christian Pittard	<b>Modern Classics</b> Alex Taylor (TVR Tuscan)	<b>Classic K</b> Allen Tice/Chris Conoley (Marcos 1800)

KIRKISTOWN: 500MRCI BY RICHARD YOUNG

APRIL 23

Photos: Gary Craig

## DOUBLES ALL AROUND AT KIRKISTOWN AS SMALL GRIDS SERVE UP A REAL TREAT

A compact programme featuring four equally compact grids provided higher-than-expected excitement levels at Kirkistown on Saturday.

It was a small event perhaps, but certainly not boring. The Zetec-powered Fiestas topped the ex-citement stakes with a cast featuring the Stewart brothers – Mark and Paul – along with the Grahams – father Derek and son Michael – plus some spirited intervention from Neville Anderson.

In the first encounter, Mark Stewart got ahead and left Paul to fend off the attentions of Derek Graham, which he did by 0.04 seconds at the flag.

Michael Graham took fourth spot from Anderson, who set the fastest lap.

It was the same cast for the second race, and they provided a similar result. The action was closer together this time and it took 13 laps to sort out the order after Mark Stewart and Derek Graham circulated side by side for much of the time.

Stewart gained an advantage on the last lap while Michael Graham, Anderson and Paul Stewart were equally close as they crossed the line in their fight for the final podium spot.

David McCullough started his Van Diemen RF01 from pole in both Formula Ford

1600 races despite two spins during practice.

And, in both races, McCullough stayed ahead Dave Parks’ borrowed Ray all the way. Alan Davidson took third in race one but stopped in the second, in which Henry Campbell claimed the final podium spot

Saloons and Mazda MX-5s provided Peter Baxter with the chance to stamp his authority on the field, which he duly did. His Seat won race one by more than 17s from the BMW M3 of Ralph Jess. Donal O’Neill’s older Seat was the only other unlapped runner in third place.

Race two almost provided the

same podium party but O’Neill dropped back in the closing stages. That allowed Greer Wray to claim the place in his BMW 330i.

Newcomer Gareth Blaine topped the BMW field in race one but dropped out in race two, which allowed Wray to claim the class win. The concurrent MX-5 battles went to Gavin Kilkey in the first encounter, while Francie Allen took the spoils in the second.

Jim Larkham and his Radical PR06 dominated both Roadsports races, but this time he had some family opposition in the shape of nephew Steven in a similar car.



Baxter dominated the Saloons and Mazda MX-5 races

In the first race. Uncle Jim crossed the line almost 3s clear of Steven with the Radical Clubsport of Brian Elliott third. An opening-lap adventure in the second race dropped Steven to the tail of the field, while John Stewart took the runner-up spot in his PR06 ahead of Bernard Foley’s Crossle

RACE WINNERS	
<b>Fiesta Zetec</b> <b>Races 1 &amp; 2:</b> Mark Stewart	<b>Saloons/Mazdas</b> <b>Races 1 &amp; 2:</b> Peter Baxter (Seat Leon)
<b>Northern Ireland FF1600</b> <b>Races 1 &amp; 2:</b> David McCullough (Van Diemen RF01)	<b>Roadsports</b> <b>Races 1 &amp; 2:</b> Jim Larkham (Radical PR06)



# RACING REPORTS

Photos: Richard Styles

SNETTERTON: HSCC BY LEWIS BEALES

APRIL 23-24



McArthur was made to work very hard...



Kivlochan's AC Cobra stretched its legs

# McARTHUR TRUMPS FORMULA FORD BATTLES

The opening Historic Formula Ford 1600 race produced a thriller with Tom McArthur just holding off Calum Grant's charge to the finish line after the two had constantly changed places.

Race two produced another absorbing battle with Samuel Harrison this time McArthur's main challenger as Grant was dropped. Harrison nicked the lead on the final lap at the Esses complex but McArthur flew out of the final corner to steal the narrowest of victories.

Jordan Harrison (Lola T540) won the first Classic FF1600 race at a canter while a battle raged behind for second with Tom McArthur just able to repel Richard Tarling's last lap effort. Harrison repeated his earlier victory in race two, but it took him until lap seven to ease past his rivals.

The Reynard SF77 of Ben Simms was never headed in the first Historic Formula Ford 2000 races but was kept honest by Graham Fennymore until he faded mid-race with broken suspension. Simms continued his winning ways on Sunday with Fennymore profiting from the misfortune to others to finish in second place after he had started ninth.

Tony Bishop (Dallara F307) profited from a fuel delivery issue on Ashley Dibden's Dallara F301 in the closing stages of the opening G1 Monoposto race to snatch victory. A clash between Dibden and Bishop allowed Chris Davison to lead race two in his F301 until the recovering Dibden blasted by. Bishop completed a double in the final encounter, helped when Dibden retired once more.

In the first G2 race Mark Betts (Jedi Mk6) overcame broken suspension in the morning to race by the Leastoners of David Heavey and Karl O'Brien to take the win. He was equally impressive in Sunday's first race while O'Brien faded leaving Nigel Davers (Jedi Mk6) in second until he crawled home after a late clash at Wilson. Betts completed a hat-trick at the end of the day.

V8 power told in the Road Sports race as Kevin Kivlochan held sway with his AC Cobra over a pair of Morgans and had little trouble in Sunday's Handicap race.

A fluffed start from pole by Ian Bankhurst (Alexis Mk8) gifted Samuel Harrison victory in the first Historic F3 race as the former recovered to second. Second time around it was Harrison's sluggish

start in his Chevron B15 which allowed Bankhurst a brief turn in the lead.

The opening Historic Touring Cars fell to Mike Gardiner but only after Jack Moody had retired his similar Lotus Cortina, while Bob Bullen profited from Neil Wood's Anglia cutting out to take second. Moody took over the lead of race two as Gardiner faded with Kev Kivlochan powering his Mustang into second.

Jeremy Clark's Lotus Elan dominated the 70s Road Sports after putting Howard Payne's fast-starting Lotus Europa in its place while Charles Barter completed the podium.

The Ecurie Classic race went the way of Darren McWhirter while Nic Strong powered through the entire Classic & Modern grid.

RACE WINNERS		
<b>Historic FF1600</b> <b>Race 1 &amp; 2:</b> Tom McArthur (Titan Mk4)	<b>Monoposto (Group 2)</b> <b>Race 1, 2 &amp; 3:</b> Mark Betts (Jedi Mk6)	Gardiner (Lotus Cortina); <b>Race 2:</b> Jack Moody (Lotus Cortina)
<b>Classic FF1600</b> <b>Race 1 &amp; 2:</b> Jordan Harrison (Lola T540)	<b>Historic Road Sports</b> <b>Race 1 &amp; 2:</b> Kevin Kivlochan (AC Cobra)	<b>'70s Road Sports and '80s Sports &amp; GT</b> Jeremy Clark (Lotus Elan S4)
<b>Historic FF2000</b> <b>Race 1 &amp; 2:</b> Ben Simms (Reynard SF77)	<b>Historic F3</b> <b>Race 1 &amp; 2:</b> Samuel Harrison (Chevron B15)	<b>Ecurie Classic Racing</b> Darren McWhirter (Jaguar Mk1)
<b>Monoposto (Group 1)</b> <b>Race 1 &amp; 3:</b> Tony Bishop (Dallara F307); <b>Race 2:</b> Ashley Dibden (Dallara F301)	<b>Historic Touring Car Championship</b> <b>Race 1:</b> Mike	<b>Classic &amp; Modern</b> Nic Strong (Marcos 3.0 GT)

CADWELL PARK: BARC BY PETER SCHERER

APRIL 23-24

# WOOLFITT AND DOBSON SHARE THE SPORTS AND SALOONS WINS

There were double winners in every category at Cadwell Park last weekend apart from the Superkart showdowns.

All three CNC Heads Sports Saloons encounters featured duels between Jon Woolfitt's and Paul Dobson's Locosts. Woolfitt spun away his opening lap lead at the Mountain in race one but hauled his way back ahead of Stephen Riley's Caterham for second by lap five.

But Dobson's defence kept his rival at bay for the win. The roles were reversed in race two with Riley third again.

Dobson was the early leader again at the third time of asking, but Woolfitt made it decisive around the

outside at Mansfield on lap four for his second win.

Max Hall snatched a maiden victory in the Junior Saloons opener when he grabbed the advantage from Harry Hickton at the Mountain on the last lap. Early leader Adam Harding finished in third place.

Hickton won the second red-flag terminated race with Hall closing in after he ousted Daire Flock at the Mountain on lap six.

There was a second win for Hickton in the restarted finale, with Harding just holding onto second from Jensen Bell.

After building a commanding lead in the first Superkart race, Lee Harpham spun on the last lap after

losing aero when he caught a backmarker. Matt Robinson made up for a tardy start by snatching the win from Ross Allen and the recovering Harpham.

Robinson was on Harpham's tail on the last lap of race two, but while his rival took the win, Robinson coasted home fourth behind Allen and Carl Hulme.

Max Haynes has taken four wins out of four in the Caterham Sigma after another winning double. He was briefly headed in race one by Andy Molsom, who followed Haynes to the flag twice over, but had to fight hard to hold off Ken Barrett in race two.

Harry Senior led home a three-way

fight with Ben Winrow and Jamie Ellwood in both Sigma 150 races. In the Sigma 135 division, Jamie Winrow kept Ben Wheatley at bay as they dominated both races.

David O'Keeffe was first over the line in the opening 2CV race, but he was penalised for a flag infringement as Gary Adnitt and Nick Crispin slowed for the safety car. Adnitt took the win from Crispin, with O'Keeffe classified third.

The restarted second race finished behind the safety, with Adnitt victorious again from the duelling Lien Davies and Luca Proietti.

Alex Cursley completed the double victors with lights-to-flag triumphs in the Hyundai Coupe Cup.

RACE WINNERS		
<b>CNC Heads Sports and Saloons</b> <b>Race 1:</b> Paul Dobson (Locost Mazda); <b>Races 2 &amp; 3:</b> Jon Woolfitt (Spire GTR)	(Anderson/Redspeed VM); <b>Race 2:</b> Lee Harpham (MS Kart/Harvey VM)	<b>Caterham Sigma 135</b> <b>Races 1 &amp; 2:</b> Jamie Winrow
<b>Junior Saloons</b> <b>Race 1:</b> Maximus Hall; <b>Races 2 &amp; 3:</b> Harry Hickton	<b>Caterham Graduates – Sigma</b> <b>Races 1 &amp; 2:</b> Max Haynes	<b>2CV</b> <b>Races 1 &amp; 2:</b> Gary Adnitt
<b>Superkarts</b> <b>Race 1:</b> Matt Robinson	<b>Caterham Sigma 150</b> <b>Races 1 &amp; 2:</b> Harry Senior	<b>Hyundai Coupe Cup</b> <b>Races 1 &amp; 2:</b> Alex Cursley



# HILLCLIMB REPORT

Photo: Paul Lawrence

**PRESCOTT: BRITISH HILLCLIMB CHAMPIONSHIP BY PAUL LAWRENCE**
**APRIL 24**

## MORAN AND SUMMERS DRAW FIRST BLOOD ON THE HILLS

The first battle lines were drawn in this year's British Hillclimb Championship at Prescott last Sunday and it was champions Scott Moran and Alex Summers who emerged level with a top 12 run-off win each on a fine day of hillclimbing at the historic Gloucestershire venue.

The 75th anniversary season of the BHC was off to a glorious start with fierce competition across every class and in the all-important top 12 run-offs, where the points are scored for the overall BHC, Moran nailed the opening run-off with a 35.99 seconds climb as just 0.1s covered the top five, showing just how competitive the season is set to be.

Summers ran him very close and was just 0.02s slower, while Trevor Willis and impressive graduate Matthew Ryder tied on 36.05s as they collectively edged reigning champion Wallace Menzies back to fifth with a 36.09s climb. It was believed to be the closest run-off top five in the history of the BHC.

"That's a better start than we had last year," said six-time champion Moran. "The Avon tyres were very good and they've come back fighting."

At the end of the afternoon, Summers went one better to beat Moran by 0.2s and claim his opening victory of the season as he got the IndyCar-engined DJ Firestorm to the top in 35.43s, 0.75s adrift of Menzies' September 2021 record. "We got there in the end but it took a while to scrub the Pirellis in," Summers said.

For current double champion Menzies it was a decent start to the season but not a record breaker, as he finished fifth and third in the two run-offs. Menzies confirmed that they had struggled a little with the set-up of their Gould GR59.

Ryder was a real star of the day as he made his debut in the big time in Sean Gould's GR59 and finished joint third and fifth after two impressive climbs, given his very limited experience at this level to date.

"I didn't think I'd be this high up

at the first meeting," said Ryder who is sharing the GR59 with Will Hall this season. Hall was close behind in both run-offs to complete a fine debut for the new partnership.

From the fiercely competitive 1600cc single-seater class Richard Spedding, David Warburton and Zac Zammit all qualified for the run-offs and it was Spedding, now with a 1600cc normally-aspirated Hayabusa engine, who took the class spoils.

### Results

**Organiser:** Bugatti Owners' Club **When:** April 24  
**Where:** Prescott, **Starters:** 186.

**Round 1:** 1 Scott Moran (4000cc Gould-Judd GR59J) 35.99s; 2 Alex Summers (2650cc DJ-Cosworth Firestorm) 36.01s; 3 Trevor Willis (3200cc OMS 28- RTE) and Matthew Ryder (4000cc Gould-Judd GR59JB) 36.05s; 5 Wallace Menzies (3300cc Gould-Cosworth GR59M) 36.09s; 6 David Uren (3500cc Gould-NME GR55B) 36.69s; 7 Paul Halmes (1300t Gould-Suzuki GR59) 36.76s; 8 Will Hall (4000cc Gould-Judd GR59JB) 36.83s; 9 Richard Spedding (1600cc OWR-Hayabusa Raptor 2) 37.10s; 10 David Warburton (1600cc Gould-Suzuki GR59) 37.42s.

**Round 2:** 1 Summers 35.43s; 2 Moran 35.63s; 3 Menzies 36.14s; 4 Willis 36.44s; 5 Ryder 36.76s; 6 Uren 36.81s; 7 Hall 36.82s; 8 Spedding 36.93s; 9 Halmes 37.06s; 10 Warburton 37.34s.

**Points (after 2/30 rounds):** 1 Moran and Summers 19; 3 Willis 15; 4 Ryder and Menzies 14; 6 Uren 10; etc.



Summers staked his claim with a strong run-off in the second round of the year

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FEATURE



THE LIDS ARE ALRIGHT:  
THE FAVOURITE CRASH HELMET DESIGNS

In the latest Motorsport News poll, we want you to pick out the most loved crash helmets

Photos: Motorsport Images

A driver can express their individuality in so many ways – it is not only with the talent they display on the racetrack. And, foremost among the ways a driver can make a mark is their crash helmet designs.

In the modern world of motorsport, it is harder and harder to see the flashes of colour that were so identifiable in the past. It is particularly more difficult with halos and aeroscreens, although those are vital developments. Another trend among the modern generation of racers is to swap designs to either dovetail with the demands of backers or to bring attention to any particular causes they feel need highlighting.

We are on the hunt for your favourite designs, and we have narrowed down a

HOW TO VOTE

- Visit [fastcar.co.uk](https://www.fastcar.co.uk)
- Click on 'Motorsport News'
- Find your favourite and vote

shortlist to 10 – which was hard enough in itself. Now it is over to you. We would like you to cast your eye over the ones we have picked out and select your favourites.

THE NOMINEES

1 Mario Andretti

The predominantly silver crash helmet had been a feature of Mario Andretti's early career even before he switched from an open-faced helmet to a full-face design in the late 1960s. The idea for the chevron down the centre came from the logo of a sponsor in 1972, and Andretti Sr tweaked the colours and sported it thereon.



2 Stefan Bellof

Brilliant German star Stefan Bellof had served his apprenticeship in his domestic Formula Ford and F3 championships. While his driving did the talking, his plain white crash helmet design meant he didn't stand out from the crowd in that department. It wasn't until he joined the Maurer F2 team in 1982 that he adopted the patriotic team's version of the German flag with a black background and red and yellow strips.



3 David Coulthard

The Scottish are a proud nation and the saltire symbol has become synonymous with their racing exploits. David Coulthard's bold design – which he used from his earliest days in karting and Formula Ford – set the trend. BTCC champ John Cleland claims to have been the first to incorporate the St Andrew's cross, Coulthard's career in F1 brought it to a wider audience.

4 Carlos Pace

It wasn't until late on 1971 that Brazilian Carlos Pace adopted the crash helmet colours for which he would become famous. His previous lid had been switched between a white version to one which had red on the sides but then he swapped over to the yellow arrow on the dark blue background.



5 Lewis Hamilton

It is a story that is common to other young racing drivers, but the inspiration for seven-time F1 World champion Lewis Hamilton's bright yellow crash helmet came from dad Anthony. Hamilton Sr was Lewis's karting mechanic and wanted to be able to easily identify his driver when he was battling a pack on the kart tracks



6 Damon and Graham Hill

In the early 1950s, Graham Hill sated his competitive instincts on the waters before he turned to petrol power and he was very used to sporting the colours of the London Rowing Club.

Son Damon added to his dad's two World championships with another in 1996.

7 Nigel Mansell

When he moved into F3 in late 1970s, the deal could not have been more patriotic. The March team was sponsored by Unipart with its bold colour scheme adapted from the Union flag. Recruit Mansell adopted the basis of that and it stuck with him all the way through his career – which included the Formula 1 World title in 1992 and the Indycar crown in 1993.



8 Nelson Piquet

The three red teardrops on the white background are the colours that Nelson Piquet Souto Maior used from the very start of his karting career. The theory is that the teardrops were originally designed to represent tennis, as the racquet sport was one that he also used to love.



9 Ayrton Senna

Ayrton Senna's crash helmet design became famous and it was the one his rival drivers said they feared seeing in their rear-view mirrors.

The Brazilian wanted to stand out among the karting ranks and that is why he chose the original colour scheme, which was later slightly modified.



10 Hans Stuck

When Hans Stuck decided to switch to a full-race crash helmet in 1971, he felt the plain colours of the design were far from appealing.

But rather than fork out on a new paint job, one of the German's friends came up with a quick and easy solution: a shower of adhesive stars that could be stuck onto the helmet.



# WHAT'S ON

## YOUTUBE

As motorsport romantics, it's a thought that surely has crossed our minds. Could Formula 1 return to the Nordschleife?

It seems something strictly from the world of fantasy (though given what Jeddah gets away with perhaps anything goes), but

15 years ago today (Thursday) we got the closest to a proper F1 return to the Nurburgring's as-nature-intended layout since the category upped sticks after Niki Lauda's notorious crash in 1976. As Nick Heidfeld took his modern BMW F1 car

around the legendary 14-mile track, as part of a celebration of all things Bimmer.

Sadly no Nordschleife lap records were broken, largely as Heidfeld on each of his three laps slowed for cameras plus his car was restricted in a few other ways. But even

so Quick Nick cannot be accused of not going for it, as you'll witness from what YouTube has to offer on him taking the car around the track, which you'll find by searching for 'Nick Heidfeld Nurburgring'. You'll get a sense of the extraordinary sights and, particularly,

sounds at: youtube.com/watch?v=bkILpJ7DzWk, which has plenty of footage from around the lap. While there's something like a full lap onboard with Heidfeld to watch at: youtube.com/watch?v=TA2yYohW1Vs

**Graham Keilloh**



Is it a dream? Nordschleife GP...

## TV GUIDE



Brands Hatch's GT spectacular is on Sky Sports F1

The latest DTM season kicks off this weekend at the Algarve circuit, and BT Sport 3 looks ahead to the campaign with a preview show tomorrow (Friday) at 1700hrs-1800hrs. And you can watch highlights of this weekend's Algarve curtain-raising double header on Tuesday on BT Sport 1 at 1900hrs-2000hrs.

Sky Sports F1 on Sunday evening at 2000hrs-2200hrs is showing the action from that day's GT World Challenge Europe double-header return to Brands Hatch.

BT Sport's WRC Review looks back on last weekend's Rally Croatia in the World Rally Championship: that's on Saturday at 0400hrs-0500hrs

on BT Sport 3 then 1300hrs-1400hrs on BT Sport/ESPN, and is shown again on Sunday and Monday too. Eurosport 2 meanwhile has rally raid action from the Dakar on Monday at 1100hrs-1200hrs.

At Saturday lunchtime you can catch highlights of last weekend's British Touring Car Championship curtain-raiser from Donington Park, that's on ITV4 at 1130hrs-1300hrs.

Sky Sports F1's F1 Classic Races meanwhile makes a welcome return next week, with a run of retro United States-based grands prix shown, starting on Wednesday at 2045hrs-2300hrs with one from 1981.

**Graham Keilloh**

## LIVE TV

### FORMULA E MONACO

**Qualifying:** Saturday, 0930hrs-1120hrs, Eurosport 2  
**Race:** Saturday, 1330hrs-1530hrs, Channel 4; 1330hrs-1535hrs, Eurosport 2

### INDYCAR ALABAMA

**Practice:** Saturday, 1500hrs-1600hrs, Sky Sports F1  
**Qualifying:** Saturday, 1830hrs-1945hrs, Sky Sports F1  
**Race:** Sunday, 1730hrs-2000hrs, Sky Sports F1

### DTM ALGARVE

**Qualifying 1:** Saturday, 0900hrs-0930hrs, BT Sport/ESPN  
**Race 1:** Saturday, 1400hrs-1500hrs, BT Sport/ESPN  
**Qualifying 2:** Sunday, 0900hrs-0945hrs, BT Sport 3

### NASCAR DOVER

**Race:** Sunday, 1930hrs-0000hrs, Premier Sports 1

### SUPERCARS PERTH

**Race 2:** Sunday, 0515hrs-0700hrs, BT Sport/ESPN  
**Race 3:** Sunday, 0830hrs-1000hrs, BT Sport/ESPN

## WHAT'S ON

### RALLYING SUNDAY

■ **Leconfield Stages Rally (East Yorks)** Sheffield and Hallamshire Motor Club (no spectators) Sandhmc.co.uk

■ **Dixies Challenge Rally (Epynt)** Forresters CC/Forest of Dean MC (spectators admitted) dixieschallenge.com

### RACING SATURDAY-SUNDAY

■ **Brands Hatch GP, Kent** GT World Challenge Europe: GT Cup, 7 Race Series, Porsche Club/Boxster Starts Saturday, racing from 1350hrs (qualifying from 0900hrs) Sunday, racing from 1125hrs (qualifying from 1000hrs) **Admission** adult £28, under 13 free **Web** msv.com **Contact** 0843 453 9000  
■ **Donington Park National, Leics** Donington Historic Festival: Group C1, Woodcote Trophy/Stirling Moss Trophy, Pall Mall Cup, Historic Touring Cars, U2TC/60s Touring Cars, Pre-War Sports, Jaguar Classic, Ford

GT40s Starts Saturday, racing from 1240hrs (qualifying from 0905hrs) Sunday, racing from 1130hrs (qualifying from 0910hrs) **Admission** adult £25, under 13 free **Web** msv.com **Contact** 0843 453 9000  
■ **Silverstone National, Northants** 750MC meeting: Clio Sport, Formula 1000, Alfa Romeo, Locost, 5Club MX-5, Toyota MR2, Road Sports, 750 Formula, Classic Stock Hatch, Hot Hatch, Armed Forces Starts Saturday, racing from 1145hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from 0900hrs) **Admission** £16 **Web** silverstone.co.uk Tickets online only

### SUNDAY-MONDAY

■ **Cadwell Park, Lincs** Time Attack: Civic Cup, Superkarts Starts Saturday, racing from 1800hrs (qualifying from 0900hrs) Sunday, racing from 1035hrs (qualifying from 0900hrs) **Admission** adult £19, under 13 free **Web** msv.com **Contact** 0843 453 9000

### MONDAY

■ **Castle Combe, Wilts** CCRC meeting: FF1600, GT, Saloons, Hot Hatches, Mighty Minis, Track Attack Starts racing from 1150hrs (qualifying from 0830hrs) **Admission** £15, under 16 free **Web** castlecombecircuit.co.uk

### SPORTING SCENE SATURDAY

■ **Craigantlet, N Ireland** British Hillclimb Championship: Starts: 0900hrs **Admission** TBC **Contact:** ulsterautomobile.club

■ **Foxhall Heath, Ipswich** National Hot Rods: Starts 1800hrs **Admission:** adults £20, concessions (over 65) £18, children 5-14 £8, **Contact:** spedeworth.co.uk

### MONDAY

■ **Hednesford Hills** National Hot Rods: Starts 1330hrs **Admission:** adults £20, concessions (over 65) £18, children 5-14 £8, inside parking £10 **Contact:** spedeworth.co.uk

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David Harbey enjoyed a recent trip to the beautiful Cadwell Park

ART EDITOR MIKE STOKOE'S  
FAVOURITE OF  
THE WEEK!



Goodwood spill, by Bob Sketchley



Trucking mess! From Gary Hill



A Stingray test, by Rich Cranston



Peter Atkins enjoyed Santa Pod

## NEXT EDITION

### READERS' Q&A: JEFF ALLAM

Exclusive interview: Tin-top king tackles MN posers



## OUT THURSDAY, MAY 5

### Gilles Villeneuve remembered

Forty years on, we look at F1's most spectacular box of fireworks



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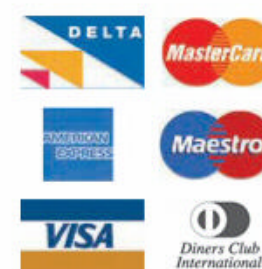
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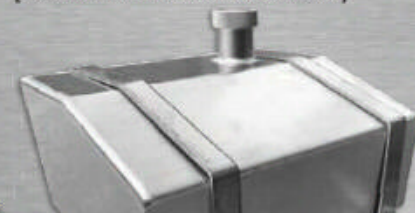
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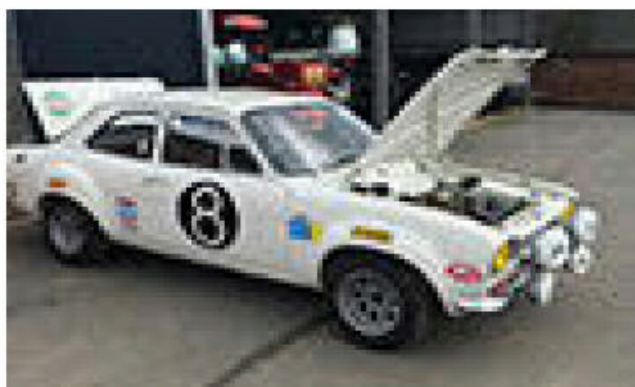
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